

**BY ORDER OF THE COMMANDER
MOODY AIR FORCE BASE**

**MOODY AIR FORCE BASE
INSTRUCTION 11-250**



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Flying Operations

AIRFIELD OPERATIONS

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This instruction implements Air Force Instruction (AFI) 13-204v3, Air Combat Command (ACC) Supplement, *Airfield Operations Procedures and Programs*, **Attachment 2**, and establishes policies and procedures for conducting airfield and flying operations at Moody Air Force Base (MAFB). The provisions of this instruction are directive upon all MAFB assigned or attached units. This publication also applies to Air Force Reserve Command (AFRC) Units. Aircrew may deviate from the procedures contained herein in the interest of flight safety or when directed by Air Traffic Control (ATC). This instruction is directive in nature with the intent to standardize local procedures while not restricting mission accomplishment. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847A, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Ensure 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 Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://my.af.mil/afrims/afrims/afrims/rims.cfm>. Contact supporting records managers as required.

SUMMARY OF CHANGES

This instruction has been significantly revised and must be completely reviewed. Major changes include Grand Bay procedures, Quiet Hours information, A-29 procedures, and the incorporation of Radar, Airfield and Weather Systems to the Airfield Operations Flight.

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Chapter 1

GENERAL INFORMATION

1.1. Compliance With This Instruction: Moody Air Force Base (MAFB) assigned units and units on temporary duty (TDY) to MAFB will comply with this instruction. Requests for deviations from this instruction must be forwarded to the Airfield Operations Flight (AOF) Commander for coordination.

1.2. Responsibilities

1.2.1. 23 Fighter Group Commander (23 FG/CC) is the waiver authority for this instruction. 23 FG/CC or a designated representative will ensure this instruction is maintained, enforced, and viable.

1.2.1.1. 23 Operations Support Squadron Commander (23 OSS/CC) will ensure revisions to this directive are fully coordinated with applicable base agencies.

1.2.1.2. 23 Fighter Group Standardization and Evaluation Office (23 FG/FGV) will validate and disseminate interim changes to local flying procedures.

1.2.1.3. 23 Airfield Operations Flight Commander (23 AOF/CC) will compile, consolidate, and coordinate changes to this instruction and is responsible for the content within the regulation.

1.3. Recommended Changes: The MAFB Airfield Operations Board (AOB) reviews this instruction annually. Submit all requests for changes via AF Form 847 to the AOF.

1.4. Dimensional Units: Visibility distances are in statute miles (SM). All other distances referred to in this instruction are in nautical miles (NM) unless otherwise identified. Altitudes are identified by feet (ft) in either Above Ground Level (AGL) or Mean Sea Level (MSL).

1.5. General Prudential Rule

1.5.1. The procedures and policies within this publication are not intended to cover every contingency nor every rule of safety and good practice. Operations or procedures not specifically addressed may be accomplished if they enhance safe and effective mission accomplishment.

1.5.2. The attachments provided in this instruction are designed to clarify the specific purpose of the referenced procedure and may not necessarily be to scale.

Chapter 2

AIRFIELD FACILITIES AND SERVICES

2.1. Airfield Operations Facility Operating Hours.

2.1.1. Airfield, Control Tower (Tower) and Airfield Management (AM) operating hours are Monday through Thursday 0730-0100L; Friday 0730-2100L; closed Saturdays, Sundays and federal holidays. Radar Approach Control (RAPCON) operates Monday through Thursday 0700L-0200L; Fridays 0700-2200L; Saturdays, Sundays, and federal holidays 0900L-1700L. ATCALS maintenance operates Monday through Friday 0700L-1600L and are on call/standby during non-duty hours, Saturdays, Sundays and federal holidays. During Daylight Savings Time (DST) Airfield Management and the ATC Tower operating hours are Monday through Thursday 0830-0200L; Friday 0830-2200L.

2.1.2. 23 FG/CC is the approval authority to modify airfield operating hours. Units requesting support outside of published hours will submit an Airfield Operations Extension Request ([Attachment 2](#)) to 23d Wing Scheduling Office (23 OSS/OSO at 23oss.osos@us.af.mil) no later than 14 days prior to execution.

2.2. Runways and Taxiways.

2.2.1. The airfield is defined as all movement areas including runways, taxiways, arm/de-arm areas, aircraft parking ramps and service areas, which are used for towing, taxiing, takeoff and landing of aircraft. The airfield diagram can be found in [Attachment 3](#).

2.2.2. MAFB operates two parallel runways. Runway 18R/36L is 8,002ft long and 150ft wide. Runway 18L/36R is 9,300ft long and 150ft wide. For additional runway information reference the IFR Supplement and Airport Diagram in Low Altitude U.S. FLIP, Vol. 18 or DOD High Altitude FLIP, East.

2.2.3. MAFB field elevation is 233ft MSL. For the slope gradient for MAFB runways reference Airport Diagram in Low Altitude U.S. FLIP, Vol. 18 or DOD High Altitude FLIP, East.

2.2.4. The primary instrument runway is 18L/36R. This runway is also primary for emergencies, hung ordnance, east VFR overhead patterns, random steep/shallow and VFR straight-ins.

2.2.5. When weather conditions are reported to be less than 800ft AGL ceiling and/or visibility is less than 2 SM, Tower will protect the ILS Critical Areas IAW AFI 13-204v3 ACC Supplement. Tower personnel will ensure no vehicles or aircraft transit the localizer critical area when an aircraft on the ILS approach is inside the Final Approach Fix (FAF). Reference [Attachment 4](#) for a depiction of Precision Approach Critical Areas.

2.2.6. Traffic lights shall be activated by the tower on South Perimeter Road to protect the localizer critical area from vehicle traffic when Runway 18L is in use and weather conditions warrant. If traffic lights are not functioning, AM will notify 23 Security Forces Squadron (23 SFS) to block traffic when aircraft are inbound to Runway 18L.

2.2.7. Reference [Attachment 3](#) for a depiction of Instrument Hold Lines on the airfield.

2.2.8. All taxiways except taxiway Lima are 75ft wide. Taxiway Lima is 150ft wide.

2.3. Runway Selection Procedures.

2.3.1. When 23d WG and tenant unit flying is in progress, the Tower Watch Supervisor (WS) will determine the active runway after coordination with the Supervisor of Flying (SOF). When no SOF is present, Tower makes the determination.

2.3.2. Upon request, the Weather Flight will provide a forecast to help determine the appropriate runway. During rapidly changing weather conditions and/or short duration severe thunderstorm activity, the need for opposite direction operations may exist. The primary option in these conditions is to utilize 18R/36L based on the standard arresting system configurations (no cables).

2.4. Runway Change Coordination .

2.4.1. Tower will advise RAPCON, Grand Bay Range Control Officer (RCO), Weather Observer, Fire Emergency Services/Emergency Control Center (FES/ECC), Barrier Maintenance (MX), and AM when a runway change is in progress and upon completion. When RAPCON is closed, Tower will notify Jacksonville (JAX) Air Route Traffic Control Center (ARTCC) in lieu of RAPCON. AM will notify 23 WG Command Post (23 WG/CP) and Maintenance Operations Control Center (MOCC) of runway change initiation and completion. The SOF will coordinate runway changes with 23d WG and tenant flying units.

2.4.2. Barrier MX will monitor MAFB Ramp Net during duty hours (0600-1600L). Secondary notification is via telephone (229-257-3889). FES is responsible for notifying stand-by Barrier MX personnel during non-duty hours.

2.4.2.1. Barrier MX will respond immediately to runway change notifications by Tower or FES, accomplish arresting system certifications for use, assist FES during runway changes, notify Tower and AM when arresting system maintenance is complete and provide a status of all arresting systems daily and as changes occur.

2.4.2.2. FES will assist Barrier MX when they reconfigure arresting systems in support of runway changes. During aircraft emergencies not involving arresting system engagements, FES will not be able to assist arresting system re-configurations for standard runway changes.

2.5. Opening/Closing Runways.

2.5.1. Procedures for opening and closing the runways will be accomplished IAW AFI 13-204v3. Authority to close a runway is granted to an Incident Commander (IC) or On Scene Commander (OSC) during emergencies. The 23 WG/CC, 23 FG/CC, and the Airfield Manager (AFM) may also close the runway. Authority to resume runway operations to a closed runway requires a runway check and approval by the AFM or AM.

2.5.2. MAFB Tower will make the following transmission on both the ramp and crash nets upon opening the airfield: "ATTENTION ALL AIRCRAFT, VEHICLES, AND PERSONNEL, MAFB TOWER IS NOW OPEN. ANYONE ON OR NEAR THE CONTROLLED MOVEMENT AREA CONTACT GROUND CONTROL WITH CALLSIGN AND POSITION."

2.6. Suspending Runway Operations.

2.6.1. Tower and AM are authorized to suspend runway operations. Runway operations may be suspended when there is reason to believe a hazard exists on or near the runway or in the immediate approach area. Only the AFM or AM have the authority to resume operations to a suspended runway.

2.6.1.1. Runway operations are automatically suspended when an aircraft is disabled on the runway, an aircraft engages an arresting system, an emergency aircraft lands or Foreign Object Debris (FOD) is suspected or discovered on the runway. Additionally, runway operations will be suspended after a heavy aircraft takes off or lands and will resume after AM completes a FOD check. A FOD check following an aircraft emergency must be conducted to the maximum extent possible. However, in the event of subsequent emergencies, the suspension of runway operations and FOD checks may be waived by the SOF in order to avoid delays to emergency aircraft.

2.7. Runway Condition Reporting (RCR) and Runway Surface Condition (RSC).

2.7.1. IAW AFI 13-204v3, ACC Supplement, Chapter 18, MAFB is not required to maintain a decelerometer or report RCRs.

2.7.2. RSC readings are conducted and reported by AM. During uncontrolled airfield operations the Operations Duty Officer (ODO) will determine RSC.

2.7.2.1. Wet Runway. When water is the only form of visible moisture on 25% or more of a runway surface area (isolated areas or not), the RSC will be reported as "wet". AM will perform a physical check of the runway to determine the RSC "dry". Regardless of a wet or dry RSC, AM will report the existence, location and depth of any standing water.

2.7.3. If the SOF receives information from aircrew or Tower indicating a possible change in the RSC, the SOF or Tower will request that AM perform a runway check.

2.8. Controlled Movement Area (CMA).

2.8.1. The CMA depicted in [Attachment 3](#) is defined as the runways and overruns to include an area no less than 100ft extending out from all paved surfaces around the runways and overruns. VFR hold lines are painted on taxiways to define CMA boundaries. Aircraft and vehicles must gain Tower approval prior to entering any portion of the CMA and maintain two-way communication with the tower while in the CMA. Additionally, if personnel intend to come within 100ft of a runway to perform any task, they must contact Tower via radio and receive approval prior to entry.

2.8.2. Vehicle control procedures within the CMA are defined in MAFBI 13-213, *Airfield Driving*.

2.9. Airfield Lighting Systems.

2.9.1. Tower operates airfield lighting IAW FAAO 7110.65. When Tower is closed and/or not operational, runway and taxiway lights are operated from the FES/ECC located in Building 617. When lighting is operated from the FES/ECC, intensity adjustments are not available; lights return to default settings. The approach lights to Runways 36R and 18R will operate simultaneously, all taxiway lights will be turned on, and the rotating beacon will be turned off. See [Table 2.1](#) for a listing of airfield lighting.

2.9.2. AM will determine the status of the approach lighting systems and the precision approach runway markings. If approach lights are not in satisfactory condition or the runway markings are not clearly visible, AM shall advise RAPCON and Tower that no-light approach minimums are in effect and transmit a NOTAM.

Table 2.1. MAFB Runway Lighting Systems.

Runway 36 Right	3,000ft ALSF-1	Runway 18 Right	2,400ft MALSR
	SFL		SFL
	HIRLS		HIRLS
	Threshold		Threshold
	PAPI		PAPI
Runway 36 Left	1,400ft MALS	Runway 18 Left	2,900ft ALSF-1
	HIRLS		SFL
	Threshold		HIRLS
	PAPI		Threshold
			PAPI
NOTE: (ALSF-1) Approach Lighting System, (SFL) Sequenced Flashing Lights, (HIRLS) High Intensity Runway Lights, (Threshold) Gated Threshold Lights—middle 70 ft lights removed, (PAPI) Precision Approach Path Indicator, (MALS) Medium Intensity Approach Light System, (MALSR) Medium Intensity Approach Light System with Runway Alignment Indicator Lights.			

2.9.3. Airfield lighting is inspected and maintained by AM and 23 CES/CEOIE IAW the Airfield Lighting Memorandum of Agreement.

2.10. Permanently Closed/Unused Portions of the Airfield: No portion of MAFB's airfield is identified as unusable or permanently closed. For the current status of MAFB's airfield, reference applicable NOTAMs issued through AM or current IFR supplement.

2.11. Aircraft Arresting Systems.

2.11.1. The standard configuration of arresting systems is published in the IFR Supplement. Contact Tower to coordinate configuration changes.

2.11.2. Runway re-configuration of the arresting systems due to a change of wind direction will take Barrier MX 30 minutes to configure and certify system for use. If re-configuration is going to take longer than 30 minutes, AM and the Tower shall be notified.

2.11.3. After engagement action: Following an aircraft engagement of the BAK-12, Barrier MX requires 30 minutes to configure and certify system for use. If resetting the system is going to take longer than 30 minutes, AM and the Tower shall be notified. Following an aircraft engagement of the E-5 system, it will be unavailable for at least 4-6 hours for resetting. Barrier MX will need access on the runway while resetting the E-5 system. Approach end E-5 engagements are not authorized.

2.11.4. The standard arresting system configurations and distances are listed in [Table 2.2](#).

Table 2.2. MAFB Arresting System Standard Configurations.

Runway 18L	
Approach-end E-5	95ft before threshold (Disconnected)
Approach-end BAK-12	1,100ft from threshold (Disconnected)
Departure-end BAK-12	7,800ft from threshold (Connected)
Departure-end E-5	95ft into overrun (Connected)
Runway 36R	
Approach-end E-5	95ft before threshold (Disconnected)
Approach-end BAK-12	1,500ft from threshold (Disconnected)
Departure-end BAK-12	8,200ft from threshold (Connected)
Departure-end E-5	95ft into overrun (Connected)
Runway(s) 18R/36L	
Approach-end E-5	90ft before threshold (Disconnected)
Departure-end E-5	90ft into overrun (Connected)
NOTE: Barrier MX crews require a 30 minute lead time for E-5 engagements to Runway(s) 18R/36L.	

2.11.5. The BAK-12 barrier system must be inspected annually and will be tracked and coordinated by the AFM. Tower, AM, Barrier MX and Fire Department will participate in the certification process.

2.11.6. Barrier MX inspects and certifies all arresting systems daily prior to local flying operations, and when requested by Tower, AM or the SOF. Barrier MX will notify Tower and AM on the Ramp Net when changes are made to the arresting system configuration, including 8-point tie-downs. Barrier MX will notify AM before beginning maintenance activities that will impact any arresting system. AM will notify Tower, SOF and RAPCON of all arresting system configuration changes.

2.12. Parking Plan/Restrictions: See [Tables 2.3](#) and [2.4](#) for taxiway restrictions and jet/rotary blast warning areas:

Table 2.3. Aircraft Taxi Restrictions.

Taxiway Alpha (East) (east of Runway 18R/36L)	Closed to all non-participating aircraft when HC-130 Forward Area Refueling Point (FARP) operations are conducted on Alpha Pad
Taxiway Alpha (West) (west of Runway 18R/36L)	Limited to aircraft wingspans 133ft (HC-130) or smaller when Arm/De-arm in use
Taxiway Bravo (West) (west of Runway 18R/36L)	Limited to aircraft wingspans 133ft (HC-130) or smaller
Taxiway Echo	Limited to aircraft wingspans 133ft (HC-130) or smaller
Taxiway Foxtrot	Limited to aircraft wingspans 133ft (HC-130) or smaller
Taxiway Golf (West) (west of Runway 18R/36L)	Limited to aircraft wingspans 133ft (HC-130) or smaller when Arm/De-arm area is in use
Taxiway Hotel	Limited to aircraft wingspans 133ft (HC-130) or smaller
Taxiway Juliet	Limited to fighter aircraft when C-5s are parked on NW Ramp
Taxiway Kilo (Acft rinse station)	Limited to aircraft wingspans 133ft (HC-130) or smaller
Taxiway Lima	No 180 degree turns by fixed wing aircraft larger than fighters
Taxiway November	Taxiway centerline located 32ft from southern edge of taxiway. 5ft offset allows 25ft wingtip clearance from C-5 aircraft to vehicles/equipment on trim pad access road north of taxiway.

Table 2.4. Jet Blast/Rotary Blast Warning Areas.

Taxiway Alpha (East) (east of Runway 18R/36L)	Primary entry/exit for heavy aircraft
Taxiway(s) Foxtrot/Lima	Used primarily for HH-60 Functional Check Flights (FCF) hover and hoist checks
Taxiway Juliet	Only entry/exit to NW Ramp for heavy aircraft
Taxiway Mike	Primary entry/exit taxiway for heavy aircraft

2.13. Aircraft Taxi Requirements and Routes.

2.13.1. All aircraft, vehicles and equipment shall remain on the apron side of taxi lane markings (double dashed yellow line). Taxi lane markings ensure 25ft wingtip clearance for HC-130s operating on the adjacent taxiway. Taxi lane markings on the Alpha Pad ensure 40ft wingtip clearance for C-5 aircraft.

2.13.2. A-10 Ramp (Shark and Claw) taxi lines inside of sunshades are offset 1ft to the south of center to account for the A-10's nosewheel offset. To ensure proper wingtip clearance inside sunshades, aircraft shall only enter sunshades from the west and depart to the east.

2.13.3. All aircraft, except C-5s, utilizing the Northwest (NW) Ramp shall remain west of the taxi lane markings (double dashed yellow line).

2.13.4. Aircraft utilizing the Hot Cargo Pad must use caution for 3ft high, unlit jersey barriers located along perimeter of the apron edge and a gun berm located 100ft east of the Hot Cargo Pad on the extended centerline of taxiway November.

2.14. Apron and Ramps.

2.14.1. Shark and Claw ramps are utilized for A-10 parking. A-29 aircraft may also operate in the Shark and Claw ramps to accommodate for ramp maintenance, or other circumstances. Transient fighter aircraft may utilize 'Charlie' row only with the engine exhaust directed towards taxiway Hotel. Any transient fighter aircraft, with the engine running/APU exhaust directed vertically, may not operate under the sunshades. However, they may be towed in/out to accommodate for ramp space, or other circumstances. C-130 Ramp is used by HC-130 aircraft, or by transient heavy aircraft as needed. Delta Ramp is the primary hot pit location for HH-60/A-10. Northwest Ramp is the primary parking location for heavy aircraft. The Transient Ramp is the primary parking for aircraft wingspans 133ft (HC-130) or smaller; this ramp also serves as the primary A-10 pre-staging area for the primary hot pit refueling location.

2.14.2. Alpha Pad is used for fighter aircraft holding area (four A-10 parking spots and one exit lane), HC-130 FARP operations, hydrazine, hot brakes and alternate unsafe gun operations. The Hot Cargo Pad serves as the primary parking location for aircraft carrying munitions, conducting live munitions loads, alternate hot pit location for HH-60/A-10 aircraft and serves as an alternate parking location for transient aircraft.

2.14.3. A-29 ramp is utilized for A-29 aircraft, but may accommodate A-10 aircraft during a pre-stage area for the hot pit location on Delta Ramp. A-10 pilots will use caution in this area if A-29 aircraft are present and hot pit refueling is being conducted. There are 18 spots allocated for A-29 aircraft. Transient aircraft may utilize the ramp space if spots are available and proper wing-tip clearance is maintained. Additionally, A-29 aircraft may be parked in the Shark and Claw ramps as mentioned in paragraph [2.14.1](#).

2.14.4. EOR (South). Used for Arm/De-arm with seven A-10 parking spots and one exit taxi lane. Pilots will arm starting in the 2nd slot closest to the runway and de-arm starting from the 2nd slot furthest away from the runway. Also used for hot brakes area and hung rocket area.

2.14.5. EOR (North). Used for Arm/De-arm with seven A-10 parking spots and one exit taxi lane. Pilots will arm starting in the 2nd slot closest to the runway and de-arm starting from the 2nd slot furthest away from the runway. Also used for hot brakes area.

2.15. Frequency Channelization: 23 WG frequency channelization listings are in [Attachment 5](#).

2.16. Local Airspace: Tower Class D airspace extends from surface (SFC) up to and including 2,700ft MSL within a 5 NM radius of the geographical center of MAFB (KVAD). RAPCON (Valdosta Approach) Class E extends from 700ft AGL-17,999ft MSL within 7 NM of KVAD and Valdosta Regional Airport (KVLD) and from SFC-17,999ft MSL on the north and south ends of KVLD's Class D. Outside of these areas, Class E begins at 1,200ft AGL with Class G below. All local airspace used for military operations is depicted in [Attachment 6](#).

2.17. Transient Aircraft.

2.17.1. All transient aircraft requesting to land at MAFB will be issued a Prior Permission Required (PPR) number by AM up to 5 days prior to arrival with a minimum of 24 hours prior notice. Any PPR numbers that require approval 6 days in advance or more, must be approved by the AOF/CC, AFM, or DAFM prior to arrival. MAFB may also utilize Official Business Only (OBO) restrictions with 23 FG/CC or 23 WG/CC approvals to further limit the issuance of PPR numbers. Air Evacuation (AIREVAC), Special Air Mission (SAM), and Search and Rescue (SAR) missions are exempt from PPR/OBO restrictions, but are required to obtain a PPR number for tracking/notification.

2.17.2. Transient Alert (TA) hours of operation are listed in the IFR Supplement. Any extension of hours must be submitted to the Quality Assurance Personnel (QAP) for approval. Additionally, TA will not launch aircraft on local sortie flight plans.

2.17.3. International flights arriving to MAFB as its first CONUS stop, will require US Customs services. 23 SFS Customs personnel will determine whether agricultural waste is present and notify the proper authorities for disposal. AM will notify 23 WG/CP for Public Health, 23 SFS, and 23 LRS coordination for these services.

2.18. Automatic Terminal Information Service (ATIS) Procedures: Tower broadcasts ATIS messages on UHF 273.5 (VHF 142.6) during airfield operating hours.

2.19. Air Traffic Control and Landing Systems (ATCALS) Preventative Maintenance Inspection (PMI) Schedule: Scheduled preventative maintenance inspection times are published in the IFR Supplement.

2.20. Airfield Restricted Areas: The HC-130, A-10, and A-29 ramps are restricted areas marked by red lines. The Hot Cargo Pad is a restricted area when in use by aircraft. Restricted areas are illustrated in the Airfield Diagram in [Attachment 3](#).

2.21. Smoking Policy: Smoking on the airfield is approved in designated areas only.

2.22. Hats on the Airfield: Only seasonally approved cold weather type hats and Security Forces (SF) berets are authorized on the airfield. Hats and berets are not to be worn within danger areas of operating jet engines.

2.23. Airfield Photography: Airfield photography is coordinated and approved IAW the 23 WG Integrated Defense Plan. 23 SFS and 23 WG Public Affairs, and the appropriate flying squadron leadership must approve of photography of aircraft parked on the airfield. Requests for flight line photography must be coordinated through 23 WG Public Affairs. AM/Public Affairs personnel may take photographs on the airfield without prior coordination; however, 23 SFS must be notified.

2.24. Bird Aircraft Strike Hazard (BASH): Bird/Wildlife control is executed IAW 23 WG Plan 91-212 Bird-Aircraft Strike Hazard.

2.25. Aircraft/Unmanned Aerial System (UAS) Operational Priorities.

2.25.1. Operational Priorities: See [Table 2.5](#).

Table 2.5. Operation Priorities.

1	Emergencies
2	Medical flights using MEDEVAC/DUSTOFF/AIREVAC/HOSP callsigns or designations
3	Search and Rescue aircraft performing SAR missions
4	Flight Check
5	Exercise aircraft
6	Controlled Departure Times
7	Arrivals
8	Departures
9	Practice approaches
10	UAS operations in Class D Airspace
11	Opposite direction operations
NOTE: R-3008 operations have priority over transient practice instrument approaches.	

2.25.2. Priorities listed in FAAO 7110.65, *Air Traffic Control*, take precedence over 23 WG local aircraft priorities. IFR traffic does not have priority over VFR traffic. 23 WG aircraft operating in R-3008 have priority over transient arrivals and departures except Flight Check, SAR missions, Emergency aircraft, DV, or deployment airlift. Aircraft taxiing for departure have priority over aircraft taxiing to park. AM will NOTAM scheduled Flight Check operations NLT 24 hours in advance. For unscheduled Flight Check operations within the 24 hour window, AM will issue NOTAMs immediately upon notification.

2.26. Assault Landing Zones.

2.26.1. Assault Landing Zones (LZ) are available to 23 WG HC-130 aircraft only.

2.26.1.1. Runway 18R/36L LZ is displaced from the approach end of both 18R and 36L approximately 300ft (**Figure 2.1**). The dimensions are 60ft wide by 500ft long designated by four equally-spaced white boxes. This 60ft by 500ft area indicates the touchdown zone simulating a C-130 assault strip landing zone. Approximate distance from centerline to centerline is 1,375ft.

Figure 2.1. HC-130 ASSAULT LANDING ZONES.



2.26.1.2. Runway 18L/36R LZ is displaced from the approach end of both 18L and 36R approximately 300ft. The dimensions are 60ft wide by 500ft long designated by four equally-spaced white boxes. This 60ft by 500ft area indicates the touchdown zone simulating a C-130 assault strip landing zone. Approximate distance from centerline to centerline is 1,375ft.

Chapter 3

AIRFIELD MANAGEMENT OPERATIONS

3.1. Airfield Inspections/Checks.

3.1.1. AM will conduct an airfield inspection daily, an airfield check prior to airfield opening and periodic checks throughout the day. AM will respond to all aircraft emergencies and will conduct an airfield check after an emergency aircraft has landed.

3.1.2. When warranted, due to a report of Foreign Object Debris (FOD) or unusual conditions on the airfield, the Tower WS or SOF may request a check of the runway or any portion of the airfield environment.

3.2. Airfield Waivers: 23 CES/CENPD is the OPR for temporary and permanent airfield waivers. AFM (23 OSS/OSAA) also maintains a copy of all airfield waivers. Waivers are reviewed annually. Temporary airfield construction waivers must be signed by the 23 WG/CC prior to starting airfield construction requiring a waiver to a provision of Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*.

3.3. Airfield Maintenance.

3.3.1. Sweeper operations on the airfield are scheduled IAW the 23 OSS/CC and 23 CES/CC Sweeper memorandum of agreement and at the direction of AM in support of airfield construction or maintenance. During scheduled sweeper support, the Tower WS, SOF or AM may request an area of the airfield be swept based on reported or suspected FOD.

3.3.2. Grass cutting outside of the CMA may be conducted during flying operations. Cutting within the CMA will normally take place while the airfield is closed. Grass cutting operations are coordinated through AM.

3.3.3. Due to the geographic location of MAFB, a Snow and Ice Removal Operations Plan is not applicable.

3.4. Notice to Airmen (NOTAM).

3.4.1. AM issues M-series (military) NOTAMS IAW AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*. HQ ACC/A3AO Instrument Flight Procedures issues V-series NOTAMS pertaining to instrument procedures. **NOTE:** AM does not have the capability to create or modify FAA NOTAMS.

3.4.2. MAFB RAPCON is the primary NOTAM monitoring facility. The Tower assumes NOTAM monitoring responsibilities when RAPCON is closed.

3.5. Flight Information Publication (FLIP) Management: AM is the focal point of contact for FLIP. Organizations may request changes or updates to FLIPs through AM. AM shall coordinate all procedural DoD FLIP changes with HQ ACC/A3AO. FLIP changes concerning special use airspace (SUA) are coordinated through 23 WG Airspace Manager (23 OSS/OSOP).

3.6. Prior Permission Requested (PPR) Procedures: AM issues PPRs IAW AFI 13-204v3 and the IFR Supplement.

3.7. AEROMEDICAL EVACUATION (AIR EVAC) Notification and Response.

3.7.1. AM will notify Tower, RAPCON, 23 WG/CP, 23 MDG, 23 CES/FES and TA of inbound AIR EVAC.

3.7.2. Inbound AIR EVAC controlled by RAPCON or Tower should be directed to contact AM via pilot-to-dispatch UHF 227.2 or VHF 139.3 in order for AM to gather the following information to pass to base agencies prior to arrival: callsign, estimated time of arrival, litters, number of passengers, need for ambulatory services, crew, total number on board, fuel, and any special handling requests.

3.7.3. Tower will advise AM when AIR EVAC aircraft are 15 NM from the airport (as soon as possible for unscheduled arrivals).

3.7.4. AIR EVAC aircraft will have priority for parking at the NW Ramp to facilitate on and off load of passengers and equipment.

3.8. Practice Approaches and Unscheduled/Unauthorized Aircraft Landings.

3.8.1. Transient aircraft IFR approaches to MAFB while R-3008 is active are not permitted unless the transient aircraft has a "participating aircraft" letter of agreement (LOA) on file with MAFB. 23 OSS/OSA is the OPR for participating aircraft LOAs.

3.8.2. Civilian aircraft may conduct practice approaches or VFR patterns terminating in low approaches during published airfield hours only, provided they do not disrupt 23 WG flying. The Tower WS is the final approving authority for civilian practice approaches. The IFR supplement directs transient military aircraft wishing to conduct practice IFR approaches at MAFB to contact 23 OSS/OSO for R-3008 deconfliction.

3.8.3. Unscheduled aircraft landings are approved to land at DoD airfields, but do not possess a PPR number issued by AM prior to arrival. Unauthorized aircraft landings are not authorized to land at DoD airfields.

3.8.4. Tower or RAPCON shall verify transient aircraft requesting to land at MAFB have a valid PPR number prior to landing.

3.8.5. Unscheduled aircraft arriving to MAFB will be assigned a PPR number upon approval by AM. This number will be passed via pilot-to-dispatch on UHF 227.2. If the pilot-to-dispatch is out of service, Tower or RAPCON will relay information between the aircraft and AM.

3.8.5.1. ATC shall not delay the handling/landing clearance to an unscheduled emergency aircraft (military or civilian), a military divert, aircraft with DV-6 or higher grade on board or to aircraft involved in AIR EVAC, SAM or SAR missions.

3.8.6. Unauthorized aircraft landings will be handled IAW 23 WG Integrated Defense Plan. The following general procedures apply:

3.8.6.1. Tower or RAPCON will attempt to contact the aircraft attempting to perform an unauthorized aircraft landing on all available frequencies to include GUARD (UHF 243.0 and VHF 121.5) to ascertain the nature of the arrival and dissuade the aircraft from landing at MAFB.

3.8.6.2. Tower will activate the Primary Crash Alert System (PCAS) and inform the Tower Chief Controller, Asst. Chief Controller, or 23 AOF/CC.

3.8.6.3. AM will activate the Secondary Crash Net (SCN) and inform the AFM or Deputy AFM (DAFM).

3.8.6.4. AOF/CC will ensure the 23 OSS/CC and 23 FG/CC are notified of the incident.

3.8.6.5. If in contact with the aircraft, Tower will taxi the aircraft to the north or south End of Runway (EOR), suspend runway operations, and hold all ground movements to facilitate the emergency response.

3.8.6.6. AM will assist in the emergency response with 23 SFS and 23 CES/FES. The AFM, DAFM, or AOF/CC will ensure the aircrew completes a written statement, a DD Form 2402, *Hold Harmless Agreement*, and ensure the appropriate landing fees are applied.

3.8.6.7. The AOF/CC will inform the servicing Flight Standards District Office and HQ ACC/A3AO within 24 hours of the unauthorized landing. Unauthorized aircraft landings will be briefed during the subsequent AOB.

3.9. Distinguished Visitors (DV).

3.9.1. The DV lounge is located within Base Operations (Bldg 622). This room is maintained by 23 WG Protocol Office and is retained for use exclusively by 23 WG, 93 AGOW, and transient DVs.

3.9.2. When notified of a DV arrival, AM will obtain rank, name, aircraft position, call sign, type of aircraft, estimated time of arrival (ETA) and purpose of visit. AM will relay information immediately to 23 WG Protocol Office, RAPCON, Tower, TA, and vehicle transportation.

3.9.3. Workload permitting, RAPCON will provide AM a 50-mile DV inbound call. Tower will provide AM with a 15-mile inbound call. AM will relay inbound calls to 23 WG/CP and TA.

3.10. Quiet Hours/Noise Abatement.

3.10.1. MAFB quiet hours are from 2230L until 0630L (N/A for night flying operations). During this time, units may not conduct engine runs above idle unless the engine run occurs in a hush house. The 23 FG/CC may approve operations (flying or engine runs) during quiet hours to support local mission requirements.

3.10.1.1. Temporary Quiet Hours. Personnel requesting Temporary Quiet Hours will consider the impact to operations based on the type of quiet hours requested. Requests for temporary quiet hours will first be coordinated through 23 WG/Protocol (257-4144). The request will then be submitted to 23 OSS/OSO (23oss.osos@us.af.mil) at least 14 days prior to the event for coordination through the 23 FG/CC. Please see **Attachment 2** for an example of the Temporary Quiet Hours request. **NOTE:** Medical Assistance Flights, SAR and Special Air Mission (SAM) missions are exempt from quiet hour restrictions.

3.10.2. Upon 23 FG/CC approval, amendment or cancellation of quiet hours, 23 OSS/OSO will send notification via e-mail to all flying units and 23 OSS/OSA. AM will submit a NOTAM announcing the temporary quiet hour period and associated restrictions.

3.10.2.1. Types of temporary quiet hour procedures are as follows:

3.10.2.1.1. **Total Quiet Hours:** Airfield construction, aircraft movements, departures, arrivals and pattern operations at MAFB are prohibited. Operations are prohibited within R-3008. Engine runs and engine starts are prohibited. Vehicle movements (except emergency response vehicles), aircraft towing, running of AGE equipment and refueling of aircraft are prohibited on the airfield to include "Dog Row."

3.10.2.1.2. **Northern Quiet Hours:** Departures are restricted to Runway 18L/36R. Arrivals are restricted to one straight-in full-stop approach on Runway 18L/36R. All airfield construction, aircraft/vehicle movements on the airfield (except emergency response vehicles), engine runs and starts, aircraft towing, running of AGE equipment and refueling of aircraft are prohibited north of Base Ops. All arming and de-arming will take place in the south EOR.

3.10.2.1.3. **Southern Quiet Hours:** Departures are restricted to Runway 18L/36R. Arrivals are restricted to one straight-in full-stop approach on Runway 18L/36R. All airfield construction, aircraft/vehicle movements on the airfield (except emergency response vehicles), engine runs and starts, aircraft towing, running of AGE equipment and refueling of aircraft are prohibited south of Base Ops to include all of Dog Row. All arming and de-arming will take place in the north EOR.

3.10.3. Aircrew must be aware of no fly/noise sensitive areas near MAFB. The 23 WG Airspace Manager is responsible for maintaining the list of noise abatement areas within the local area. There are no noise sensitive areas within MAFB's Class D airspace.

3.11. Flight Planning.

3.11.1. All aircraft departing a military airfield must file a flight plan (IFR or VFR).

3.11.2. AM utilizes Aeronautical Information System Replacement (AISR) system to input CONUS flights filed via DD Form 175, *Military Flight Plan*, and international flight plans filed via DD Form 1801, *International Military Flight Plan*, or stereo routing. AISR maintains flight plans for 2 hours.

3.11.3. Aircrew must submit DD Form 1801 requests at least 2 hours prior to departure (IFR flight plans only). Additionally, DD Form 175 flight plans must be submitted at least 1 hour prior to departure (IFR flight plans only). 23 WG aircrew have the option of faxing DD Forms 175 or 1801 to AM for sorties originating from MAFB. Aircrew faxing flight plans to AM must follow up telephonically to ensure receipt and correctness of a flight plan.

3.11.4. Stereo route filing via Patriot Excalibur (PEX):

3.11.4.1. Flying squadrons utilize PEX to assist in flight planning. Flying squadrons notify AM with applicable changes. This system is not the sole means of flight plan notification and is used in addition to the primary method of fax or telephone flight filing.

3.11.4.2. Stereo flight plan information is located in Annex 6 of the MAFB and Jacksonville Center (JAX) ATC Procedures for Military Operations LOA.

3.11.5. AM may only amend flight plans via AISR up to 30 minutes prior to the proposed departure time; therefore, requests for changes during this period require cancellation and refile. RAPCON Clearance Delivery may amend flight plans within 30 minutes of departure.

3.11.6. Abbreviated Clearance Availability. MAFB assigned aircraft filed on stereo flight plans can expect to receive abbreviated departure clearances. The following phraseology will be used by MAFB Clearance Delivery: "CALLSIGN, CLEARED (STEREO NAME) AS FILED, MAINTAIN 7,000 (or altitude below), SQUAWK XXXX, (departure frequency)." Pilots will inform Clearance Delivery of their requested airspace and any non-standard altitude requests (e.g., block altitude requests for instrument departures). Pilot acknowledgement of squawk code indicates:

3.11.6.1. Stereo plan matches pilot's request.

3.11.6.2. Clearance limit for the appropriate stereo flight plan.

3.11.6.3. Adherence to altitude criteria as indicated on the stereo profile.

3.11.6.4. Pilot will execute standard departure instructions.

3.12. Airfield Management Evacuation.

3.12.1. RAPCON (Building 1301, Room 104) is the alternate location for AM. Personnel will evacuate to the alternate location at the discretion of the shift supervisor.

3.12.2. Prior to evacuation, AM will:

3.12.2.1. Notify Tower, RAPCON, AFM and AOF/CC.

3.12.2.2. Notify JAX Center and Macon Flight Service Station with aircraft movement information.

3.12.2.3. Activate the SCN upon evacuation.

3.12.3. Following evacuation, AM will:

3.12.3.1. Process applicable NOTAMs.

3.12.3.2. Pass alternate telephone numbers and fax number to TA, 23 WG/CP, flying squadrons, Macon FSS, and JAX Center.

3.12.3.3. Tower will utilize a landline in lieu of PCAS for AM emergency notifications. AM will disseminate PCAS information using alternate SCN procedures. Tower will also use a landline to notify AM of aircrew requests in lieu of pilot-to-dispatch. AM will have hand-held radios with access to the Ramp Net and base support agencies.

Chapter 4

CONTROL TOWER OPERATIONS

4.1. Ground Operations.

4.1.1. Aircraft will not taxi unless the airfield is open. Engine starts are authorized while the airfield is closed. Aircraft must notify the 23 WG/CP (UHF 228.225 or VHF 138.27) for engine starts outside of airfield operating hours.

4.1.2. 23 WG aircraft may taxi without a flight plan as long as the aircraft is on the flying schedule; however, if a flight plan is not on file, aircraft will not be issued a takeoff clearance.

4.1.3. Aircraft requesting taxi will advise Ground Control with ATIS code, type departure (stereo/DD Form 175) and trail departure requirements if greater than 3 miles (NON-STANDARD). EXAMPLE: "BENGAL FLIGHT, TAXI 2 WITH INFORMATION BRAVO, WEST 2 DEPARTURE, NON-STANDARD".

4.1.4. HC-130 aircraft will taxi with outboard engines in Low-Speed Ground Idle to the maximum extent possible.

4.1.5. Aircraft will arm adjacent to runway 18R/36L facing Perimeter Road. During fighter arming, HC-130 or smaller aircraft may taxi past the arming areas. Aircraft bypassing the arming area will taxi behind aircraft being armed. Aircraft will not taxi in front of aircraft being armed with forward firing munitions.

4.1.6. Tower Visual Blind Spots. Aircraft parking spot S-1 on the HC-130 ramp and taxiway Kilo are obstructed due to the North EOR shack and the A-10 parking ramp (Alpha and Bravo rows). Tower cannot provide traffic advisories within these areas.

4.2. Engine Test/Run Ups: Aircraft engine tests/run-ups are only allowed in HC-130 parking ramp, parking spot W-3. Idle/taxi power shall be used in all other areas, except in the case of an emergency. Ground Control will be notified before all non-emergency engine tests/run-ups. The A-10 trim pad may be used for full power engine tests/run-up. Pre-takeoff engine checks will be accomplished in the respective (EOR) areas after coordinating with Tower.

4.3. Aircraft Tows.

4.3.1. Prior to approving towing operations that require access to any portion of the CMA or active taxiway, MOCC shall contact Tower and pass the proposed starting point and destination.

4.3.2. Tow vehicle operators shall contact Ground Control for final approval prior to beginning tow operations. Tow operators shall maintain direct radio contact with Tower until clear of the CMA or active taxiway and inform Tower when towing operations are complete.

4.4. General Visual Flight Rules (VFR).

4.4.1. MAFB is considered VFR when the ceiling is 1,000ft AGL or higher and the visibility is 3 miles or more IAW 14 CFR 91.155 basic VFR minima. Military aircraft will apply VFR minima IAW AFI 11-202v3, *General Flight Rules*. VFR departures require a flight plan to be on file and aircrew to contact Clearance Delivery prior to departure.

4.4.2. Approval of pilot request for a VFR recovery (vectors to initial, Tactical Recovery Procedure (TRP), etc.) constitutes ATC acknowledgement of Instrument Flight Rules (IFR) cancellation.

4.4.3. Aircraft on a VFR departure will squawk the discrete beacon code assigned by Clearance Delivery and will maintain runway heading (unless otherwise approved) until out of MAFB Class D airspace (2,700ft MSL and 5 DME), then climb to proper VFR altitude.

4.5. VFR Traffic Patterns.

4.5.1. The following pattern altitudes are based on MAFB's field elevation of 233ft ([Table 4.1](#)). SFOs are not authorized within MAFB's designated airspace unless specifically approved IAW an approved LOA. See [Figure 7.1](#) for A-29 SFO pattern procedure information.

Table 4.1. VFR Pattern Altitudes.

AIRCRAFT	ALTITUDE	PATTERN
Fighter	1,800ft MSL	Overhead / Closed
Cargo	1,800ft MSL	Overhead
Cargo	1,300ft MSL	Closed (Rectangular)
Helicopter	800ft MSL	Rectangular / Closed

4.5.2. Standard VFR traffic pattern flow is to the west unless directed otherwise by Tower. When directed to report "Initial", aircraft will proceed to 3NM on extended centerline. Tower will deconflict aircraft in overhead/straight-in patterns with closed traffic.

4.5.3.1. Pilots requesting closed traffic or re-entry shall advise Tower and maintain runway heading at or below 1,300ft MSL until departure end. When closed traffic is approved by Tower, aircraft will climb to closed traffic pattern altitude while turning downwind.

Table 4.2. VFR Pattern Weather Minimums.

Pattern	Minimums
Overhead Pattern (With Breakouts)	2,600ft AGL ceiling / 3 mile visibility
Overhead Pattern (No Breakouts)	2,100ft AGL ceiling / 3 mile visibility
Rectangular Pattern	1,600ft AGL ceiling / 3 mile visibility
Helicopter VFR Pattern	1,100ft AGL ceiling / 3 mile visibility
NOTE: For weather requirement calculations, final numbers are rounded to nearest hundred.	

4.5.4. VFR Traffic Pattern Weather Minimums. Minimum ceiling for the overhead pattern is 500ft above intended pattern altitude. Tower WS will determine pattern use based on visibility throughout the pattern and weather requirements.

4.6. VFR Entry.

4.6.1. VFR entry points are illustrated and defined in **Figure 4.1**. **Table 4.3** lists all pattern entry and re-entry points. Aircraft entering the VFR pattern will report the applicable VFR entry points.

4.6.1.1. Pilots requesting re-entry shall advise Tower and maintain runway heading at or below 1,300ft MSL until departure end. When re-entry is approved, aircraft will climb and maintain pattern altitude and proceed to the re-entry point as directed. Expect BEMISS for Rwy 36 and CHAPEL for Rwy 18.

4.6.1.2. If aircraft initiate a breakout, they shall advise Tower and execute a climbing turn away from the airfield to 2,300ft MSL. Aircraft will then proceed to a pattern re-entry point or as directed by the Tower. Upon reaching the designated point, report the point to tower and descend to 1,800ft MSL and proceed as directed.

4.6.2. VFR straight-ins require clearance from Tower. Upon Tower approval, aircraft will depart a VFR entry point and descend to 1,300ft MSL until visual glideslope intercept.

4.6.3. Arrivals direct from Grand Bay: Aircraft will advise the Grand Bay RCO of request to proceed direct to MAFB Tower prior to departing the range. When approved, aircraft maintain the applicable pattern altitude and proceed as directed by Tower.

Figure 4.1. VFR Entry Points.

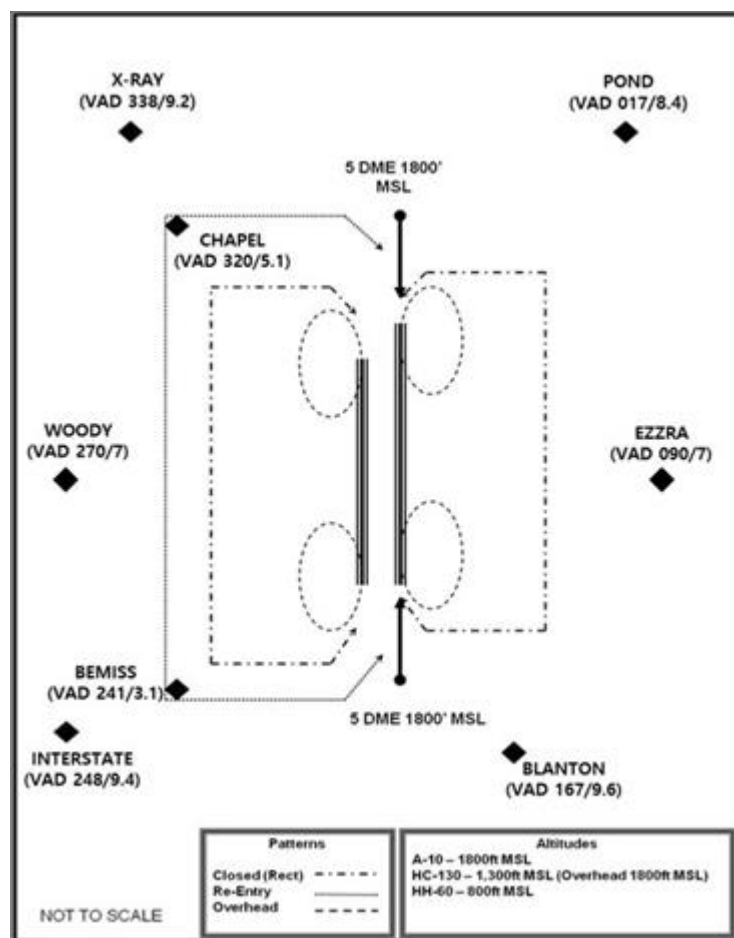


Table 4.3. VFR Pattern Entry/Re-entry Points.

Entry		Re-entry
X-RAY (VAD 338/9.2)	N31 05.88 W083	CHAPEL (VAD 320/5.1) N31 01.82/W083
POND (VAD 017/8.4)	N31 05.68 W083	
BLANTON (VAD 167/9.6)	N30 48.75 W083	
INTERSTATE (VAD 248/9.4)	N30 53.60 W083	BEMISS (VAD 241/3.1) N30 56.42/W083
Entry (HC-130 Beam Approaches only)		
WOODY (VAD 270/7)	N30 56.97 W083	
EZZRA (VAD 090/7)	N30 58.37 W083	

4.7. Helicopter VFR Procedures.

4.7.1. Helicopters SHALL NOT directly over-fly taxiing or parked aircraft, and avoid blowing debris onto the ramp, taxiways or runways as much as possible. Helicopters will also avoid over-flight of MAFB Housing.

4.7.2. Inside MAFB Class D, helicopters will remain at or below 800ft MSL and will not cross runway centerline inside 5 DME unless approved by tower.

4.7.3. When cleared for takeoff, helicopters will proceed north or south, depending on active runway, climb to 800ft MSL, and proceed directly to the next point of their departure.

4.7.4. Upon arrival, helicopters will advise Tower when maneuvering airspace is required for landing due to winds.

4.7.5. Direct Grand Bay helicopter departures: Helicopters will request this departure upon initial contact with Ground, "REQUEST GRAND BAY DEPARTURE," and specify number in flight. HH-60s will proceed as directed by Tower.

4.7.6. Takeoff and landing from non-movement area within Class D requires a clearance from the Control Tower IAW 14 CFR 91.129 "Operations in Class D airspace". Expect the following clearance: "DEPARTURE FROM/LANDING AT (requested location) WILL BE AT YOUR OWN RISK (additional instruction, as necessary). USE CAUTION (if applicable)." **NOTE:** When R-3008 is not active, the east pattern will revert back into the Class D. Any landings and/or takeoffs within the Class D will require a clearance from the Control Tower.

4.8. Tactical Entries.

4.8.1. A-10 Tactical Initial.

4.8.1.1. Tactical A-10 overheads are only authorized from directly North or South of MAFB. Pilots will make an initial request with RAPCON no later than 20 NM from the field, e.g., "GUNHOG 21 REQUEST TAC INITIAL". The lead aircraft will align with the assigned runway and fly a normal overhead pattern. Wingman will be line-abreast and no greater than 6,000ft lateral spacing. Airspeed will not exceed 300 knots.

4.8.2. A-10 Low Tactical Recovery Procedure (TRP).

4.8.2.1. Pilots will coordinate with RAPCON no later than 20 NM from the field for entry approval. Following approval, aircraft will enter via any VFR reporting point and report, e.g., "BLANTON/POND, LOW TRP FOR 2, FULL STOP."

4.8.2.2. Aircraft will overfly the entry point at 500ft AGL and maintain 500ft AGL until on visual glide slope. Maintain maximum forward airspeed and report "GEAR DOWN" no later than 1 NM final.

4.8.3. A-10 High TRP.

4.8.3.1. A-10s may perform High TRP up to 10,000ft MSL. Pilots will make an initial request with RAPCON no later than 20 NM from the field, e.g., "GUNHOG 21 REQUEST HIGH TRP, 8,000 FEET."

4.8.3.2. On initial contact, tower will instruct pilots to report over the field and to expect a Western/Eastern descent to appropriate runway. EXAMPLE: "GUNHOG 21 REPORT OVER THE FIELD, EXPECT WESTERN DESCENT FOR A LEFT BASE RWY 36L." Once over the field provide additional instructions as necessary. EXAMPLE: "GUNHOG21 DESCEND TO THE WEST, REPORT LEFT BASE RWY 36L." Specific pattern adjustments, additional reporting points and or holding instructions may also be included based on current traffic.

4.8.3.3. Pilots will report “GEAR DOWN” NLT 1 NM final.

4.8.3.4. ATC should expect one continuous turn to final, offset East or West as directed. Pilots must clarify any deviations with Tower or RAPCON.

4.8.4. HC-130 Random Steep Approach.

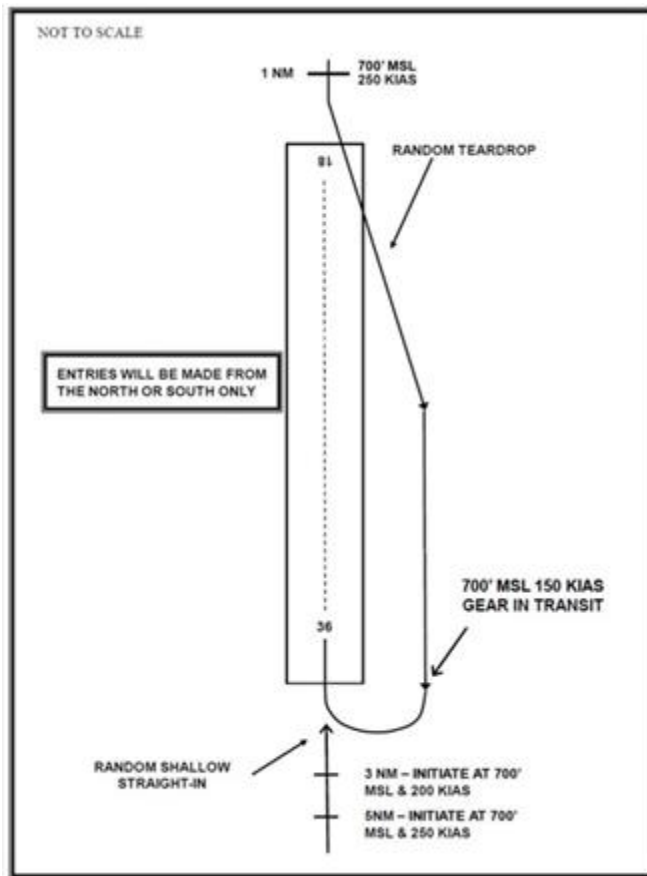
4.8.4.1. The approach consists of a steep spiral descent, similar to an overhead, from higher than normal traffic pattern altitudes directly over the airport. The approach will be conducted during VFR weather only. When approved by Tower, e.g., “[CALL SIGN], REPORT STEEP INITIAL, RUNWAY 36 LEFT”, aircraft will climb to 4,500ft MSL. Entry direction is restricted to the North for Runway 18 and the South for Runway 36.

4.8.5. HC-130 Random Shallow Approach (**Figure 4.2**).

4.8.5.1. Random shallow straight-in approaches will be conducted during VFR weather only. Aircraft will only enter from the North or South. HC -130 aircraft will request type approach, altitude, direction of entry, and landing runway, e.g., “MOODY TOWER, [CALL SIGN], REQUEST RANDOM SHALLOW STRAIGHT-IN RUNWAY (NUMBER).” Random Shallows are not authorized at Valdosta Regional Airport.

4.8.5.2. Random Shallow Teardrop is an opposite direction maneuver and opposite direction separation applies. Entry altitude will be 700ft MSL or as directed by Tower. When Runway 36 is in use, aircraft will fly a North entry. When Runway 18 is in use, aircraft will fly a South entry. Random shallow teardrop approaches will avoid over flying the parking ramp.

Figure 4.2. HC-130 Random Shallow Approach.



4.8.5.3. Phraseology for Random Shallow Teardrop.

4.8.5.3.1. HC-130: "MOODY TOWER, [CALL SIGN], REQUEST RANDOM SHALLOW TEARDROP, RUNWAY (NUMBER)."

4.8.5.3.2. TOWER: "[CALL SIGN], REPORT 3-MILE FINAL, RUNWAY (NUMBER)."

4.8.5.3.3. HC-130: "MOODY TOWER, [CALL SIGN], 3-MILE FINAL, TEARDROP."

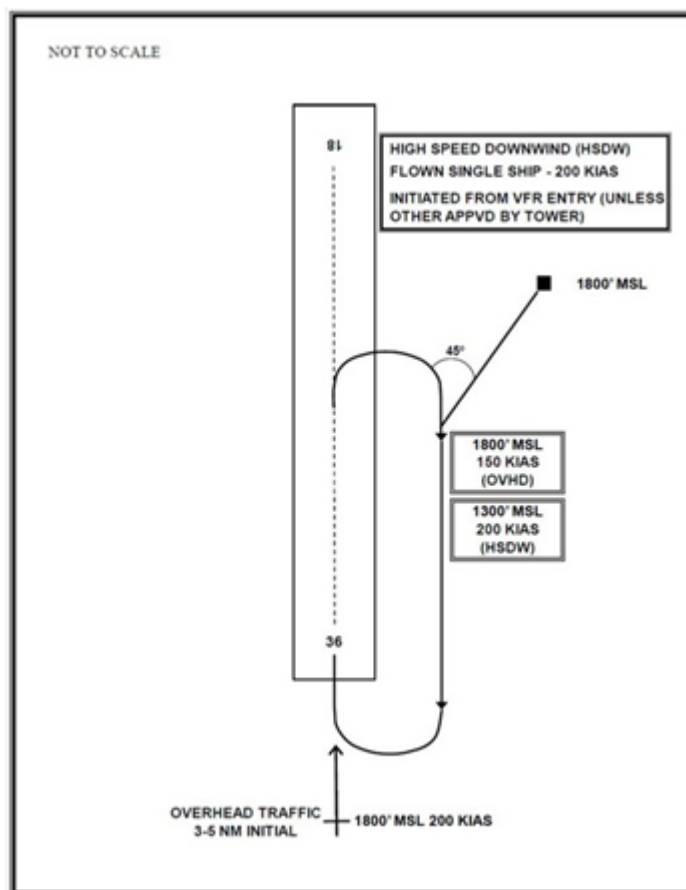
4.8.5.3.4. Tower: "[CALL SIGN], CIRCLE (East/West) OF THE AIRPORT FOR A (left/right) BASE TO RUNWAY (number)."

4.8.6. HC-130 High Speed Downwind Procedures (Figure 4.3).

4.8.6.1. High-speed downwind recoveries will be initiated at VFR entry points only, unless coordinated with Tower to proceed direct to downwind. Aircraft will cross the appropriate VFR entry point at 1,300ft MSL or lower and proceed to the pattern.

4.8.6.2. Aircraft will maintain 200 KIAS until turning base. Pattern altitude is 1,300ft MSL. Aircraft will enter 45 degrees to downwind and configure for landing in the base turn. If holding, maintain VFR at or below 1,500ft MSL. Entry into the downwind traffic pattern will be at mid-field direct from the VFR entry point.

Figure 4.3. HC-130 High Speed Downwind Procedures.



4.8.7. HC-130 Beam Approach (Figure 4.4).

4.8.7.1. Aircrew will request a Beam Approach with Tower/RAPCON NLT 15 miles from the airfield. If on RAPCON frequency, RAPCON shall advise Tower of intentions and transfer control as soon as practical to Tower and expect HC-130 to proceed visually to requested entry point. If on Tower frequency, Tower shall advise RAPCON of HC-130 intentions and effect coordination for sequencing with any known RAPCON arrival aircraft.

4.8.7.2. Primary VFR entry point WOODY, Secondary entry point EZZRA.

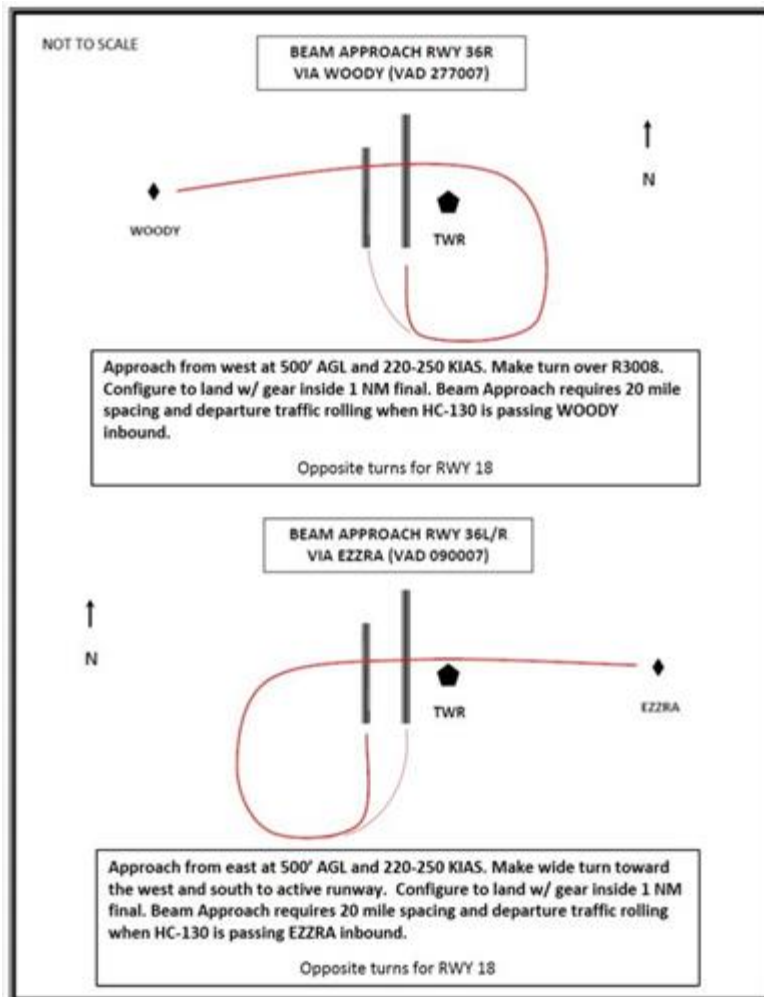
4.8.7.3. If Tower/RAPCON has traffic inside 20 miles or a departure is not rolling, Beam Approach will be denied and HC-130 shall be instructed to hold over the desired entry point, maintain VFR and expect delay for arriving/departing traffic.

4.8.7.4. Beam Approaches are VFR maneuvers and will only be conducted when KVAD is reporting VFR conditions and R-3008 is cold. Pilots must be able to maintain visual contact with the water tower at MAFB. Once a Beam Approach has crossed the entry point, Tower should not break the aircraft off the approach until crossing the runway centerline.

4.8.7.5. After crossing runway centerline, pattern adjustment and sequencing should be provided on a limited basis only.

4.8.7.6. Hold/Break-out Procedures outside entry point: instruct HC-130 to maintain VFR and continue holding over entry point for arriving/departing aircraft (provide estimated time for holding if possible). Inside entry point: HC-130 aircraft will maintain VFR at an altitude consistent with pilot/aircraft requirements, turning with the traffic flow and return to entry point for re-sequencing. (EXAMPLE: RWY 36 in use from WOODY. “KING11 RE-ENTER TO THE WEST, REPORT WOODY, MAINTAIN VFR, (applicable traffic).”

Figure 4.4. Beam Approach Pattern.



4.9. Reduced Same Runway Separation (RSRS).

4.9.1. The following minimum RSRS standards between Air Combat Command (ACC) aircraft shall be used when air traffic controllers are able to see the aircraft involved and determine distances by references to suitable landmarks. Any aircraft or air traffic controller may refuse RSRS when safety of flight may be jeopardized.

4.9.2. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating VFR. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence separation exists.

4.9.3. RSRS standards do not apply to the following:

4.9.3.1. Any situation involving an emergency aircraft.

4.9.3.2. Any situation involving an aircraft cleared for the option or stop-and-go.

4.9.3.3. To a non-ACC aircraft unless a LOA is signed between the 23 FG/CC and the deployed unit commander, detachment commander or equivalent, and approved by the ACC/A3.

4.9.4. During wet runway conditions, minimum spacing between all fighters will be no less than 6,000 feet and a touch-and-go is not authorized behind a full stop IAW AFI 11-202V3_ACCSUP_I.

4.9.5. For the purpose of this instruction, “similar” aircraft means same Mission-Design Series (MDS) and “formation” means aircraft that cross the threshold side-by-side (i.e. a formation landing). The following tables provide RSRS authorized for similar fighter-type aircraft ([Table 4.4](#)), dissimilar fighter-type aircraft ([Table 4.5](#)), HC-130 aircraft ([Table 4.6](#)), and A-29 aircraft ([Table 4.7](#)):

Table 4.4. RSRS – Similar Fighter Aircraft.

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	3,000 or 6,000 feet for formation landings*	3,000 feet	3,000 feet
	Touch & Go	Not Authorized	3,000 feet	3,000 feet
	Low-Approach	3,000 feet	Not Authorized	3,000 feet
NIGHT: 6,000 feet is the minimum spacing for all similar night operations if ATC can safely determine distances; otherwise, standard FAAO 7110.65 separation standards will apply. *6,000 feet (8,000 feet if rwy is wet) is the minimum spacing for a single aircraft or a formation of aircraft, landing behind a formation landing. RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight. Note: Aircraft conducting a low approach behind a full stop will not overfly aircraft on the runway. Responsibility for ensuring compliance rests solely with the aircrew.				

Table 4.5. RSRS – Dissimilar Fighter Aircraft.

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	6,000 or 8,000 feet for formation landings*	6,000 feet	6,000 feet
	Touch & Go	Not Authorized	Not Authorized	6,000 feet
	Low-Approach	6,000 feet	Not Authorized	6,000 feet
NIGHT: 8,000 feet is the minimum spacing for all dissimilar night operations if ATC can safely determine distances; otherwise, standard FAAO 7110.65 separation standards will apply. *8,000 feet (Not allowed if rwy is wet) is the minimum spacing for a single aircraft or a formation of aircraft, landing behind a formation landing. RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight. NOTE: Aircraft conducting a low approach behind a full stop will not overfly aircraft on the runway. Responsibility for ensuring compliance rests solely with the pilot.				

Table 4.6. RSRS - HC-130 Aircraft.

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	5,000 or 8000 feet for formation landings*	5000 feet	5000 feet
	Touch & Go	Not Authorized	5000 feet	5000 feet
	Low-Approach	5000 feet	Not Authorized	5000 feet
*8000 feet is the minimum spacing for a single aircraft landing behind a formation full stop. RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight. NOTE: Aircraft conducting a low approach behind a full stop will not overfly aircraft on the runway. Responsibility for ensuring compliance rests solely with the pilot.				

Table 4.7. RSRS for A-29 Aircraft (NOT AUTHORIZED FOR WET RUNWAY CONDITIONS).

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	3,000 or 6,000 feet for formation landings*	3,000 feet	3,000 feet
	Touch & Go	6,000 feet (daytime only)	3,000 feet	3,000 feet
	Low-Approach	3,000 feet	6,000 feet (daytime only)	3,000 feet
*6,000 feet is the minimum spacing for a single aircraft or a formation of aircraft, landing behind a formation landing. RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight. NOTE: Aircraft conducting a low approach or touch-and-go behind a full stop will not overfly aircraft on the runway. Responsibility for ensuring compliance rests solely with the pilot. NOTE: Reduced same runway separation is not authorized between A-29 aircraft and any other aircraft.				

4.10. Intersection Departures.

4.10.1. Intersection Departures are authorized except for MAFB assigned A-10 aircraft. Tower will issue authorized aircraft distance remaining from the following authorized intersections:

4.10.1.1. Runway 18R: Taxiway Echo 6,400ft; Taxiway Foxtrot 7,500ft; Taxiway Bravo 3,250ft.

4.10.1.2. Runway 18L: Taxiway Golf 8,000ft; Taxiway Bravo 3,600ft; Taxiway November 3,050ft.

4.10.1.3. Runway 36L: Taxiway Bravo 4,750ft, Taxiway Bravo 5,700ft.

4.10.1.4. Runway 36R: Taxiway November 6,250ft.

4.11. Helicopter Hoist and Hover Checks.

4.11.1. All HH-60 hover checks higher than 50ft will be conducted on Taxiway Lima or the Hot Cargo Pad. Hoist checks will be accomplished from over grassy areas adjacent to Taxiway Lima.

4.11.2. Inflatable raft, i.e. Kangaroo Duck (K-Duck) operations: Helicopters will taxi to the inflatable raft location, hover over the raft to secure, and air taxi to the requested departure location.

4.12. Split-to-Land Procedures/Transition Procedures.

4.12.1. Split-to-Land/Transition (2-ship splitting and landing simultaneously on both runways or single aircraft to transition to a parallel runway) is authorized for all MAFB assigned aircraft. Tower must approve "split-to-land/transition" prior to 10 NM final. Weather minimums for split-to-land/transition must be at or above the circling minima for the approach being flown or 1,500 ft ceiling and 3 miles visibility, whichever is higher.

4.12.2. Split-to-land/transition maneuvers may be executed off all published approaches; however, they must commence between 5 DME and 3 DME.

4.12.3. Flight/element leads will:

4.12.3.1. Advise RAPCON of the request for split-to-land/transition and state type of landing as soon as possible after initial contact to facilitate RAPCON coordination with Tower. Aircraft will plan a full stop landing. If unable to full stop, advise RAPCON or Tower of intentions.

4.12.3.2. Advise Tower when commencing the split-to-land/transition maneuver. Aircraft shall maintain their own separation during the split-to-land maneuver. IFR clearance is automatically canceled when the maneuver commences.

4.13. Opposite Direction Takeoff or Landing.

4.13.1. Opposite direction traffic is authorized; however, it will not receive priority over traffic to the active runway.

4.13.2. ATC applies the following cutoffs for all arrivals/departures:

4.13.2.1. Arrival vs. Arrival: When an opposite direction arrival reaches 10 mile final, arrivals to the active runway will not be allowed to proceed closer than 10 mile final. VFR aircraft in the pattern will be restricted from turning base leg until the opposite direction aircraft has landed or executed missed approach.

4.13.2.2. Arrival vs. Departure: When an opposite direction arrival reaches 10 mile final, departures are not authorized.

4.13.2.3. Departure vs. Arrival: When an opposite direction departure is approved, an arriving aircraft will not proceed any closer than 10 mile final or initial unless or until the departing aircraft is established on a course diverging at least 45 degrees from the reciprocal of the final approach course.

4.14. After Landing/Taxi Back: Unless instructed otherwise, aircraft will remain on Tower frequency until off of all runways. All MAFB assigned aircraft will obtain taxi instructions to their parking from Ground Control. Aircraft will remain on Ground Control frequency until exiting taxiway Hotel into their parking area.

4.15. Weather Dissemination and Coordination Procedures.

4.15.1. The Tower participates in a "Cooperative Weather Watch" (CWW) program. Whenever controllers observe reportable conditions which are different from the current observation/official weather report, Tower will notify the weather observer. Examples of other reportable conditions are: tornados, clouds or obscuring phenomena below 3,000 feet, fog banks, heavy shower activity, or rapidly deteriorating and/or improving visibility. Controllers will solicit PIREPs IAW FAAO 7110.65.

4.15.2. PIREPs, Significant Meteorological Information (SIGMET), and Center Weather Advisory (CWA) information shall be passed to the forecaster and include all required information.

4.15.3. The Tower will notify the observer of runway changes.

4.15.4. Hazardous/severe weather notification procedures and lightning response are included in the MAFB Weather Support Plan 105 (WSP).

4.16. Weather Recall/Divert Aircraft.

4.16.1. SOF issues recall instructions through ATC for 23 FG assets. Flights will acknowledge recall instructions by contacting SOF or 23 WG/CP.

4.16.2. 23 FG diverting aircrew will coordinate with the SOF to the max extent practical. If divert is necessary without SOF coordination, pilots will notify ATC of actions, fuel state and intended landing field. ATC will relay divert information to the SOF (if available) and AM. AM will notify 23 WG/CP.

4.17. Control Tower Evacuation.

4.17.1. Tower personnel will evacuate to RAPCON at the discretion of the Tower WS. Situations that may drive evacuation include: complete electrical failure, fire, or when the wind velocity reaches 70 knots (peak or sustained). There is no alternate Tower control facility.

4.17.1.1. Time permitting Tower will broadcast on all frequencies: "ATTENTION ALL AIRCRAFT, MOODY TOWER IS EVACUATING, A-10 DIVERT BASE _____. THE AIRFIELD IS CLOSED."

4.17.1.2. Time permitting the following broadcast will be made on the Ramp Net: "ATTENTION ALL VEHICLES, MOODY TOWER IS EVACUATING, HOLD SHORT OF ALL RUNWAYS AND CONTROLLED MOVEMENT AREAS UNTIL FURTHER ADVISED."

4.17.1.3. Time permitting Tower will activate the PCAS upon evacuation and notify RAPCON.

4.17.1.4. AM shall send appropriate NOTAM to reflect airfield closed.

Chapter 5

RADAR APPROACH CONTROL OPERATIONS (RAPCON)

5.1. Control of Military Operations Areas (MOA).

5.1.1. MAFB MOAs (THUD, MUSTANG, WARHAWK, SABRE, CORSAIR NORTH, CORSAIR SOUTH, HOG NORTH, HOG SOUTH, and MOA 2) are controlled by RAPCON. MAFB MOA 3 and Live Oak are controlled by Jacksonville Center (ZJX). Squadron schedulers schedule MAFB MOAs and/or R-3008 airspace with 23 Wing Scheduling (23 OSS/OSO) during “Range Wars” two weeks prior to use. Due to high traffic volumes, aircraft will experience delays if airspace is not scheduled in advance.

5.1.2. MAFB MOAs are outlined in [Attachment 6](#). These divisions do not preclude their combined use. Airspace beneath WARHAWK, THUD, and MUSTANG belongs to JAX Center.

5.1.3. SABRE MOA is primarily used for transiting IFR traffic. RAPCON will advise appropriate ATC agencies prior to its activation and upon termination. Aircraft can expect activation in 2-4 hour blocks.

5.1.4. MOA 2 North may be altitude restricted to facilitate IFR traffic into or out of Homerville airport.

5.1.5. Aircrew Responsibilities:

5.1.5.1. Aircraft will contact RAPCON once outside of MAFB’s Class D Airspace and Tower has approved frequency change. Aircraft will advise RAPCON of current position, intent to enter MOA, working altitude, and intentions. "VALDOSTA APPROACH, JOLLY 11 FLIGHT BLANTON FOR MOA 2 SOUTH, 500 FEET AND BELOW."

5.1.5.2. Once in the confines of the MOA and frequency changed by Approach Control, broadcast intentions on the assigned discrete frequency using the CTAF format: "AIRCRAFT IN MOA 2, KING 21 SINGLE HC-130 ENTERING SOUTH END OF MOA 2 CONDUCTING AERIAL REFUELING AT 2,500 FEET FOR THE NEXT 1+00".

5.1.5.3. Monitor RAPCON assigned discrete frequency while in the MOA. RAPCON does not monitor this frequency; however, the controller will use it to transmit any required ATC instructions while aircraft are in the MOA as well as provide VFR traffic advisory service on a workload-permitting basis.

5.1.5.4. Lead aircraft will squawk assigned code with Mode C. Other aircraft in the flight will squawk Mode C 0000.

5.1.5.5. Remain within the confines of the MOA and maintain VFR at all times.

5.1.5.6. Altimeter Settings for Dual Stratum Operations:

- 5.1.5.6.1. Pilots operating an aircraft in MOAs, restricted areas, and ATCAAs, in assigned blocks of altitudes encompassing both above and below FL180, and conducting DOD-approved training involving high-speed tactical maneuvers that include rapid transits of FL180, shall select the station altimeter setting.
- 5.1.5.6.2. When the station altimeter is below 29.92, the highest MOA1/ATCAA altitude is considered unusable and shall not be assigned to participating or nonparticipating traffic.
- 5.1.5.7. Only locally assigned aircraft will be allowed to share a MAFB MOA area, unless prior coordination has been accomplished. The flight lead that is scheduled for the MOA determines acceptance of other flights in the MOA simultaneously. The MOA will remain exclusive unless the flight established in the MOA accepts concurrent use. Military Assumes Responsibility for Separation of Aircraft (MARSA) operations are conducted IAW all applicable DoD, AF, and FAA publications. ATC can neither invoke MARSA nor deny MARSA requests. **NOTE:** Flights under MARSA are responsible for their own separation within MAFB MOAs. Flight leads are responsible for notifying RAPCON if they are exiting the MOA and any of the flight is remaining in the MOA. MARSA applies at the entry point, alternate entry point, along the route, and at the exit and alternate exit points.
- 5.1.5.8. Aircraft may request combined MOAs i.e. WARHAWK, MUSTANG, and THUD. If approved, RAPCON will transmit approval: “[CALLSIGN], CLEARED WARHAWK, MUSTANG AND THUD CONTINUOUS.” Once individual MOAs are desired, (i.e., SKID 01 remains in WARHAWK and ZORBA 01 remains in THUD) RAPCON will radar identify and clear flights into desired MOA.
- 5.1.5.9. Exit Procedures. Pilots will advise ATC prior to departure with ATIS and recovery intentions. When ready to exit a MOA, aircraft will not depart the MOA airspace (VFR or IFR) until receiving instructions from ATC.
- 5.1.5.10. If upon entering a MOA the area is deemed unusable (due to weather, etc.) and a new IFR clearance is desired to a different MOA, the pilot may make that request with the approach controller. If able, ATC will input a new clearance only if a Stereo Plan is available for the new MOA request.
- 5.1.6. RAPCON Responsibilities:
- 5.1.6.1. Upon request for a MAFB MOA by an aircraft, RAPCON personnel shall coordinate with the appropriate ATC agencies to activate appropriate airspace for specific MOA requested.
- 5.1.6.2. RAPCON will issue clearances into MOAs as follows: “[CALLSIGN], CLEARED INTO CORSAIR.” Receipt of such clearance constitutes an understanding that the aircraft is cleared the standard block altitudes and pilots will maintain their ATC assigned altitude and heading until established within the lateral confines of the assigned MOA and the frequency will be unmonitored. RAPCON will only assign blocks of altitudes if they are other than the standard blocks, i.e., “MAINTAIN BLOCK 8,000-FL220.” Receipt of MOA clearance does not imply approval to proceed directly to area of assignment.

5.1.6.3. RAPCON will use the phraseology in 5.1.6.2. when transient aircraft request a MAFB MOA, followed by “ADVISE RAPCON FIVE MINUTES PRIOR TO RTB ON 285.6/269.4”.

5.1.6.4. Workload permitting, RAPCON will give a traffic call for aircraft working in the airspace. (Example: “TRAFFIC ENTERING THE SOUTHEAST CORNER OF MOA2 SOUTH/HOG, NORTHWESTBOUND”, altitude (if radar identified) or altitude indicates (if not radar identified)).

5.2. R-3008 (Grand Bay) Procedures.

5.2.1. RAPCON is the controlling agency for R-3008 airspace. A six hour notice is required to issue a NOTAM to revise published operating hours. 23 OSS/OSO maintains responsibility for issuing FAA SUA NOTAMS via Center Scheduling Enterprise (CSE) to alert aircraft of a pending change. AM maintains responsibility for M-series (Military/DINS) NOTAMS to alert military participants.

5.2.2. Additional range operations guidance is contained in AFI 11-214, *Air Operations Rules and Procedures* and AFI 13-212, *Range Planning and Operations*.

5.2.3. Due to the proximity of R-3008 to the arrival and departure corridors (less than standard IFR separation requirements) at MAFB:

5.2.3.1. RAPCON shall radar monitor all participating IFR aircraft conducting instrument approaches or departures at MAFB and provide appropriate safety alerts and traffic advisories to assist unauthorized aircraft from penetrating R-3008 airspace. Participating aircraft include MAFB assigned aircraft and aircraft with a participating aircraft LOA on file. Responsibility to remain clear ultimately rests with the aircraft commander.

5.2.3.2. Other DoD aircraft may conduct IFR Approaches/Departures to/from MAFB while R-3008 is active only if signatory to a LOA and pilots have completed training on MAFB SUA operations. 23 OSS/OSA is the OPR for transient aircraft LOAs for MAFB.

5.2.4. General Procedures:

5.2.4.1. Range operations will be suspended once an arriving higher priority non-participating aircraft reaches 10 mile final and when a departing higher priority non-participating aircraft is number 1 for departure. Range operations may resume when non-participating aircraft have landed or a departure has turned on course westbound or is 6 NM off departure end of runway. **NOTE:** Altitude restrictions can be used in lieu of suspending all range operations if advantageous and approved by RAPCON (i.e. suspending range operations below 4,000 feet for IFR aircraft landing at MAFB).

5.2.4.2. R-3008 operations are terminated when RAPCON's Digital Airport Surveillance Radar (DASR) is not operational.

5.2.4.3. When R-3008 is active, clearance automatically includes up to and including FL230 unless otherwise coordinated with RCO. Aircraft established in HOG requesting additional/available airspace in R-3008 may coordinate with RCO and advise RAPCON.

5.2.5. R-3008 Holding/Entry/Exit:

5.2.5.1. Aircraft will hold as directed by RAPCON while awaiting entry into R-3008. Aircraft may hold within the confines of R-3008 above another flight when approved by the RCO and a minimum of 1,000ft separation exists between flights. Aircraft will be cleared into R-3008 once entry approval is obtained from RCO.

5.2.5.2. Helicopters transiting VFR between MAFB Class D and R-3008 may be coordinated through Grand Bay RCO and MAFB Tower. When approved to proceed to/from R-3008, helicopters will remain at or below 800' MSL and proceed as directed by Tower.

5.2.5.3. Aircraft will provide the RCO notification prior to exiting R-3008 with intentions. To accommodate aircraft sequencing, aircraft shall establish communications with RAPCON; CH5 (for MAFB recovery) or CH14 (for MOA work) prior to exiting the confines of R-3008.

5.2.5.4. Unless directed otherwise by RAPCON, aircraft recovering IFR to MAFB from the R-3008 can expect to exit the range heading 360/180 at an altitude specified by RAPCON. Instructions for aircraft not recovering to MAFB will be coordinated on a case-by-case basis. Any requests to proceed direct to Tower from R-3008 must be requested with the RCO while aircraft is holding within R-3008 to ensure RAPCON and Tower can sequence the aircraft into the arrival or VFR traffic patterns.

5.2.5.5. HC-130 racetrack patterns in/out of R-3008. Following clearance, RAPCON will approve HC-130s to enter/exit R-3008 to the north or south for multiple racetrack patterns. HC-130s state "MULTIPLE RACETRACK PATTERNS NORTH/SOUTH" in the request for range clearance to gain approval. HC-130s must maintain VFR, remain at or below 2,500ft, and monitor South Approach Control.

5.3. Grand Bay Shelf Procedures.

5.3.1. Grand Bay Shelf is defined as airspace from 8,000' up to but not including FL180, within 6 NM of VAD TACAN ([Attachment 6](#)). Grand Bay Shelf cannot be utilized independently; pilots may only use Shelf airspace in conjunction with R-3008, and when activated, pilots may operate in both the Shelf and R-3008 continuously.

5.3.2. Aircraft will operate VFR while performing Grand Bay Shelf operations. "Grand Bay Shelf Active" message on ATIS limits High TRPs to 7,000' MSL and below. Aircraft in Grand Bay Shelf will monitor local channel 13 for traffic advisories.

5.3.3. Aircraft will request the Grand Bay Shelf at the earliest opportunity: RAPCON Clearance Delivery before taxi; RAPCON Departure after takeoff; or through the RCO if already established within R-3008.

5.3.4. On-Scene Commander (OSC) shall identify themselves on departure and request release of Grand Bay Shelf from the RAPCON. *Example:* "NAIL15, ON SCENE COMMANDER, REQUEST GRAND BAY SHELF AIRSPACE." Aircraft must advise RAPCON of any changes to OSC.

5.3.4.1. Once Grand Bay Shelf airspace is released to OSC, OSC assumes responsibility for all participating activity/operations within the airspace. Therefore, subsequent aircraft/flights requesting to work Grand Bay Shelf shall be directed by RAPCON to contact OSC for approval to enter the airspace. MARSAs procedures shall apply.

5.3.4.2. RAPCON shall advise the OSC of traffic advisories and when previously issued traffic is no longer a factor.

5.3.5. Pilots will ensure the Master Arm is set to SAFE or TRAIN while in Grand Bay Shelf; laser switch may be in TRAIN while in Grand Bay Shelf. All weapons release and combat laser operations will only occur when aircraft are established within the confines of R-3008.

5.3.6. Pilots will advise the RAPCON to "Terminate Shelf" when it is no longer needed and make requests for follow-on events IAW this OI (RTB, MOA 2, VFR, etc.) Pilots will advise the RCO to "Terminate Shelf" when it is no longer needed and make requests for follow-on events IAW this OI (RTB, MOA 2, VFR, etc.). Requests for direct recovery from Grand Bay Shelf will not be approved.

5.4. Multi-Flight Attacks in Composite Airspace (HOG, MOA 2, and R-3008).

5.4.1. This airspace option may be used for large force exercises (LFE) requesting use of composite airspaces.

5.4.2. OSC shall identify themselves on departure and request release of composite airspace from RAPCON. *Example:* "NAIL15, ON SCENE COMMANDER, REQUEST COMPOSITE AIRSPACE, THUD, MUSTANG, AND WARHAWK." Pilots shall advise RAPCON of any changes to OSC as changes occur.

5.4.3. RAPCON shall coordinate with RCO and release airspace to OSC as appropriate.

5.4.4. Once composite airspace is released to OSC, OSC assumes responsibility for all participating activity/operations within composite airspace. Therefore, subsequent aircraft/flights requesting to work composite airspace shall be directed by RAPCON to contact OSC for approval to enter composite airspace with the exception of VFR helicopters going direct to R-3008 from Tower airspace. Tower will coordinate VFR helicopter traffic transiting direct to R-3008 with the RCO or OSC and notify RAPCON. MARSAs procedures shall apply.

5.4.5. Recovery from composite airspace: All aircraft/flights will advise RAPCON on frequency 269.40 (CH 14) 5 minutes (or as timely as possible) prior to recovery with ATIS and recovery intentions. RAPCON will coordinate exit altitude/heading with the OSC for recovering aircraft with the exception of VFR aircraft going direct to Tower. Tower will coordinate VFR arrivals transiting direct from R-3008 to Tower airspace with the RCO or OSC and notify RAPCON.

5.4.6. Upon completion of operation, OSC shall release airspace back to RAPCON.

5.4.7. Other DoD aircraft may conduct composite airspace operations only if signatory to a LOA and aircrew have completed training on MAFB SUA operations. 23 OSS/OSA is the OPR for transient aircraft LOAs for MAFB.

5.5. Aerial Refueling (AR) Procedures.

5.5.1. AR is conducted in RAPCON airspace within the confines of AR-627 as published in the AP-1B and at the altitudes requested by the tanker/receiver. AR airspace is not sanitized and other aircraft may transit the area. RAPCON will provide the appropriate IFR separation to all aircraft operating within AR-627. RAPCON shall advise SOF of altitude requests other than published in AP-1B in order to minimize the impact to training in MAFB MOAs. Aircraft participating in AR will transit as directed by RAPCON to the assigned ARIP/rejoin point and rejoin at 1,000 ft below the refueling altitude block when cleared by the tanker/RAPCON. The following MOAs will be capped 3,000 feet below the lowest altitude used during refueling operations to afford IFR separation to aircraft transiting to the track: Corsair North and SOUTH, Thud, Mustang, Warhawk, and Grand Bay Shelf. Hog and R-3008 operations will not be affected. If RAPCON's radar is out of service, AR-627 is not available. MAFB's local altimeter setting will be used.

5.5.2. AR frequencies: 125.475 - Tanker-to-ATC communications; 269.4 - Receiver-to-ATC communications; and published/briefed tanker-to-receiver frequencies.

5.6. Radar Outage Procedures.

5.6.1. Ashburn (QHN) Long Range Radar is the primary backup system to the MAFB Digital Airport Surveillance Radar (DASR). When long range radar procedures are in effect, pilots can expect additional separation/spacing due to ATC requirements.

5.6.2. Upon complete Valdosta Approach radar failure (failure of both DASR and QHN), RAPCON will direct a "hold for release" for all IFR departures. MOA/working area occupants and arrivals shall cancel IFR as soon as practical to allow RAPCON to expedite departure/recovery and transition to radar out procedures.

5.6.2.1. Operating Procedures during radar outage. All aircraft will follow normal departure routing and transitions/profiles/stereo flight plan ground tracks to assign working areas or stereo profile bases at VFR altitudes. The same departure, area and approach frequencies will be used. If Valdosta Approach Control airspace is released to Jacksonville Center during radar outages, MAFB MOAs will not be available.

5.6.2.1.1. Radar Outage Departure/Recovery Options:

5.6.2.1.1.1. VFR. Unlimited launches per hour. ATC will provide advisories only.

5.6.2.1.1.2. Practice instrument approaches are not authorized.

5.6.2.2. MOA Procedures: MOA Procedures: Operations entering and departing, and within MAFB MOAs use VFR rules. MOA usage is limited to Corsair N/S, Moody MOA 2 N/S, and Hog N/S. Moody MOA 2 N/S and Hog N/S will be continuous. Vertical operating limits of these MOAs are as published up to, but not including 18,000ft MSL. Pilots are solely responsible for maintaining area boundaries. Merging target procedures and traffic advisories are not available. Departure direct to VFR entry points from HOG NORTH/HOG SOUTH at the appropriate entry point altitude is not restricted, but vigilance is required due to high traffic possibilities at entry points.

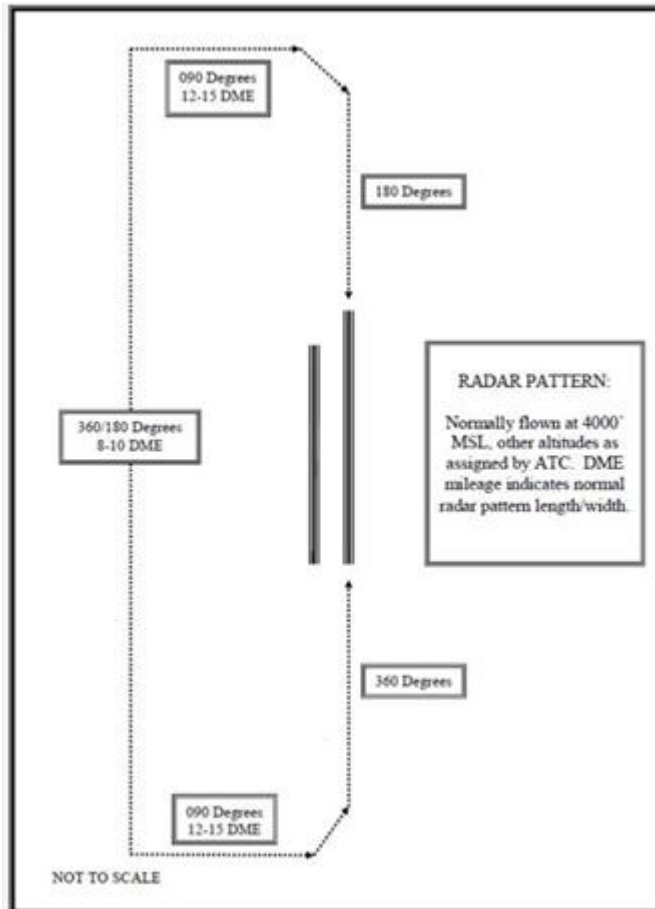
5.7. Standard Instrument Flight Rules (IFR) Departures.

5.7.1. On departure, unless Tower directs otherwise, aircraft will fly runway heading and maintain at or below 1,300ft MSL until departure end to protect the overhead pattern, then climb and maintain 7,000ft MSL or assigned altitude. "EXECUTE STANDARD DEPARTURE INSTRUCTIONS" will be issued to MAFB aircraft on a DD Forms 175 or 1801 Flight Plans.

5.7.2. Aircraft will contact RAPCON prior to 3 DME on departure, e.g., "GUNHOG 01, AIRBORNE, PASSING 1,000 FEET FOR 7,000 FEET." Aircraft desiring earlier turn-out or level-offs may request it with Tower or RAPCON.

5.7.3. Climb-out for MAFB assigned aircraft conducting practice instrument approaches is fly runway heading and maintain at or below 1,300ft MSL until departure end to protect the overhead pattern, then climb and maintain 4,000ft MSL. "EXECUTE LOCAL CLIMBOUT" will be issued by ATC. The Radar Traffic Pattern is depicted in (Figure 5.1).

Figure 5.1. Radar Traffic Pattern.



5.7.4. Traffic and workload permitting, pilots may fly practice instrument approaches at Valdosta Regional Airport.

5.7.4.1. Standard climb-out instructions for runway 17/35 are fly runway heading, climb and maintain 2,100ft MSL. ATC will issue "EXECUTE VALDOSTA LOCAL

CLIMBOUT” to MAFB assigned aircraft executing multiple instrument patterns at Valdosta Regional.

5.7.4.2. When Valdosta Regional Tower is closed, MAFB aircraft will utilize CTAF procedures when transferred to advisory frequency (120.9). Pilots will remain on advisory frequency until missed approach, at which time aircraft may contact RAPCON on the last assigned frequency.

5.8. Radar Vectors/Arrivals.

5.8.1. Non-standard formations are defined as no more than 3 NMs in-trail between lead aircraft and last element in flight. Transition from standard to a non-standard flight formation requires advance notice and approval by ATC. When climbing or descending, vertical separation between the leader and all other aircraft in the formation shall not exceed 2,000 feet. All aircraft in the flight must meet clearance restrictions.

5.8.2. All aircraft on a local stereo or DD Form 175 flight plan desiring non-standard formation shall request it with ATC at earliest opportunity (Tower or RAPCON upon return to base). “REQ NSTF” in the remarks section of the flight plan shall constitute a request to ATC for formation flight's nonstandard formation.

5.8.3. Flight lead squawks assigned code and last element will squawk subset and altitude (e.g., lead's squawk is 4272; trailing aircraft squawk subset, in this case 4200). For standard formations, wing aircraft shall squawk standby unless directed otherwise by ATC.

5.8.4. Unless otherwise advised, a pilot request for an instrument approach constitutes a request for ATC to provide IFR handling. Receipt of ATC control instructions constitutes an IFR clearance with MAFB as the clearance limit.

5.9. Radar Monitoring/Flight Following Limitations.

5.9.1. RAPCON is not equipped or staffed to provide radar final control services. Radar Monitoring/Flight Following (ATC surveillance radar) services will be provided:

5.9.1.1. To MAFB assigned IFR aircraft conducting instrument approaches or departures to/from MAFB when R-3008 is active. Other DoD aircraft may conduct IFR Approaches/Departures to/from MAFB while R-3008 is active only if signatory to a LOA and aircrew have completed training on MAFB SUA operations. 23 OSS/OSA is the OPR for transient aircraft LOAs for MAFB.

5.9.1.2. To aircraft when MAFB TACAN is out of service. In these instances the Tower will call the final approach fix (FAF). In the event of a Tower Display Workstation (TDW) outage, RAPCON will call the FAF prior to switching an aircraft to Tower.

5.9.1.3. When a single-piloted turbojet aircraft is conducting a non-radar approach when ceiling is below 1,500 feet and visibility is less than five statute miles.

5.9.1.4. When a single-piloted turbojet aircraft begins a high altitude approach.

5.10. IFR Approach Go Around/Breakout Procedures.

5.10.1. Go-around procedures: Aircraft executing a go-around at MAFB execute local climb out, unless directed otherwise by ATC.

5.10.2. Breakout Procedures: Breakout instructions for aircraft outside 6-mile final shall be at the discretion of the RAPCON dependent upon altitude, traffic conditions, and Grand Bay Range status.

5.11. RAPCON Evacuation.

5.11.1. In the event the RAPCON has to evacuate, the following procedures apply:

5.11.1.1. RAPCON WS will evacuate all non-essential personnel and stop all departures.

5.11.1.2. RAPCON will notify MAFB Tower, Valdosta Tower, JAX and Atlanta ARTCCs and Tallahassee Approach.

5.11.1.3. Tower WS will inform the SOF, AM Ops and 23 WG/CP.

5.11.1.4. RAPCON will broadcast the following: "ATTENTION ALL AIRCRAFT WITHIN THE VALDOSTA APPROACH AREA. VALDOSTA APPROACH CONTROL IS CLOSING DUE TO AN EMERGENCY. ALL AIRCRAFT REQUESTING IFR SERVICE CONTACT JACKSONVILLE CENTER ON 269.02 OR 127.57. AIRCRAFT REQUESTING VFR RECOVERY TO MOODY, CONTACT MOODY TOWER LOCAL CHANNEL 3. VALDOSTA APPROACH CONTROL OUT."

Chapter 6

AIR TRAFFIC CONTROL AND LANDING SYSTEMS (ATCALs)

6.1. ATCALs: An Instrument Landing System (ILS) is available to Runways 18L and 36R only. The MAFB TACAN (VAD) supports Runways 18L/36R and 18R/36L. A DASR and TACAN are located on MAFB. ATCALs downtime outside of published PMI times will be announced by NOTAM following coordination with 23 AOF/CC, Wing Scheduling (23 OSS/OSOS) and approval by 23 FG/CC.

6.2. Off-Duty/Standby Number: During non-duty hours ATCALs can be reached at (229) 563-1528. For remotely maintained systems (TACAN/ILS) contact the Remote Maintenance Center at DSN: 884-8651/Comm 405 734-8651. After duty hours DSN: 884-1110 press "1" and off-net to 405 593-5656.

6.3. Critical Outage Reporting: Work centers will report outages to ATCALs. Outages need to be reported to corresponding MAJCOM office, and HQ AFFSA System Management (HQAFFSA.XMS@us.af.mil) within one hour. Critical Outage Report (COR) will be used to report systems that are Not Mission Capable (NMC) IAW AFI 13-204v4.

6.4. ATCALs Maintenance Response Times.

6.4.1. Response time starts at the time an outage is reported to the appropriate ATCALs Maintenance Work Center by ATC personnel and ends when the on-call maintenance technician has arrived on site.

6.4.2. The RAPCON WS (257-2207/2208), when open, or Tower WS (257-7499/4156), when RAPCON is closed, is the final approving authority on determining what impact an outage has on their respective facility or to 23 WG or National Airspace System (NAS) operations. Outages affecting entire systems, equipment with no backup capability, or adversely affecting military/civil flight operations are normally classified as significant impact outages. Other outages should be considered minimum impact.

6.4.3. Response time during normal duty hours:

6.4.3.1. NLT 30 minutes for significant impact outages.

6.4.3.2. NLT 1 hour for minimum impact outages.

6.4.4. Response time outside normal duty hours:

6.4.4.1. NLT 1 hour for significant impact outages.

6.4.4.2. NLT 2 hours for minimum impact outages.

6.5. ATC Equipment and Auxiliary Power Source Restoral Priorities.

6.5.1. ATC Equipment:

Table 6.1. Equipment Priorities.

1.	RAPCON Enhance Terminal Voice Switch (ETVS)	12.	Flight Data Input/Output System (FDIO)
2.	RAPCON Discrete Radios	13.	ATC TOWER GRC-171 Radio
3.	TOWER Enhance Terminal Voice Switch	14.	RAPCON Backup Radio VHF Radio GRC-211
4.	TOWER Discrete Radios	15.	RAPCON GRC-171
5.	DASR, GPN-30	16.	Air Force Airfield Automation System (AFAS)
6.	Standard Terminal Automation Replacement System	17.	ATC TOWER VHF Backup Radio GRC-211
7.	Localizer	18.	Automated Terminal Info. Service Equipment
8.	Glideslope	19.	UHF Guard Frequency 243.0 MHZ
9.	TACAN	20.	VHF Guard Frequency 121.5 MHZ
10.	ATC RAPCON DVRS/DALR	21.	FMQ-19
11.	ATC TOWER DVRS/DALR	22.	NEXRAD

6.5.2. Auxiliary Power Sources: RAPCON Generator, GATR Generator, RAPCON UPS, DASR Generator, Control Tower Generator, Base Ops Generator, TACAN Generator, ILS Generator.

6.6. DASR: The ATCALs shop will allow the antenna to free-wheel whenever the forecasted/current wind exceeds the maximum defined in the system specific technical orders and ATC conditions permit. ATCALs shall call RAPCON for release of the antenna before free-wheeling begins. The DASR is mission essential equipment and must be restored to operational capability as soon as possible.

Chapter 7

A-29 OPERATIONS AND PROCEDURES

7.1. VFR Pattern Operations.

7.1.1. Immediate Return. Immediate Return procedures allow A-29 pilots to simulate the loss of an engine on takeoff and make a 180 degree turn back to make an opposite direction approach. This maneuver can also be flown by departing opposite direction and making a 180 degree turn back to the active runway. The standard type landing during an Immediate Return is a low approach.

7.1.1.1. Opposite Direction cutoffs found in this regulation must be applied when dealing with Immediate Returns. The minimum weather requirements are 1,500ft ceiling / 3 miles visibility.

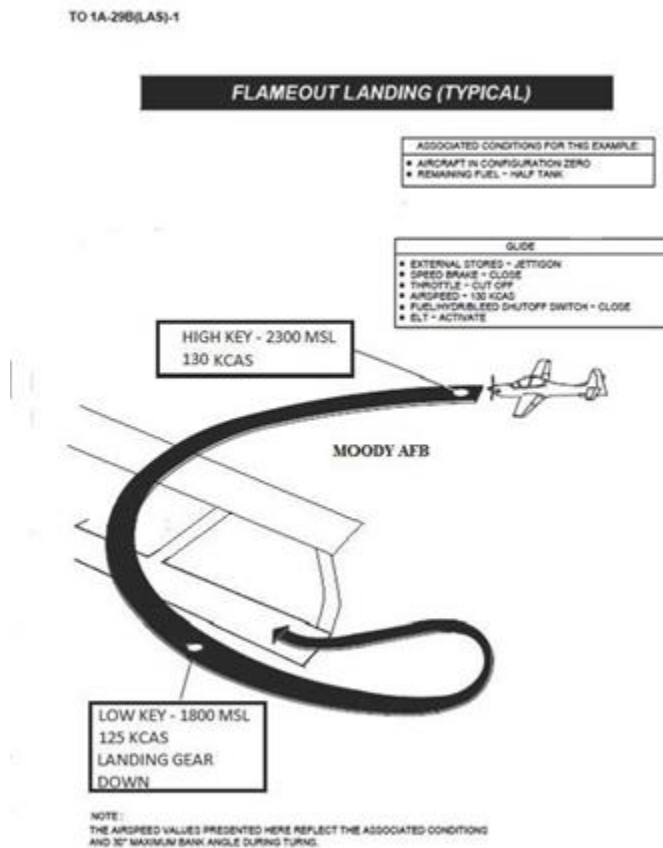
7.1.1.2. Pilots will add “IMMEDIATE RETURN” to their take-off clearance call, “ZORRO 1, RUNWAY 36R, IMMEDIATE RETURN.”

7.1.1.3. While conducting the procedure, pilots will remain on Tower frequency.

7.1.1.4. Upon completion of the procedure and on the go, pilots will request permission for a closed pattern and follow Tower instructions. Expect to receive an IFR clearance with departure.

7.1.2. Simulated Flameout (SFO) Landing Procedure (**Figure 7.1**).

Figure 7.1. SFO Procedures.



7.1.2.1. The SFO Landing is a maneuver in which the A-29 executes a high altitude spiral descent. The procedure will be conducted at 2,300' MSL (high key), and 1,800' MSL (low key). MAFB Tower WS is the approval authority for SFO approaches. Tower may disapprove or instruct pilots to discontinue/terminate an SFO at any time. For additional information reference LOA between 81 FS and 23 OSS.

7.1.2.2. SFO operations are only authorized between sunrise and sunset and can be flown to any runway. The minimum weather requirements are 3,100ft AGL ceiling / 5 miles visibility. All patterns will be flown to the west and will commence at high key. Straight-in SFOs are **not** authorized.

7.1.2.3. Aircraft requesting an SFO approach will make the request with MAFB Tower or RAPCON on initial contact. "MOODY TOWER/RAPCON, ZORRO 1 REQUEST SFO, RUNWAY 36L."

7.1.2.3.1. If the aircraft makes the request with RAPCON, the RAPCON will advise Tower of the request prior to transferring communication. **NOTE:** The RAPCON will only acknowledge the SFO request. They will not approve/disapprove unless instructed by Tower.

7.1.2.4. Tower will approve or disapprove the SFO based on traffic and weather conditions. When the pilot is instructed to report high key, “ZORRO 1, REPORT HIGH KEY”, the aircraft will climb to 2,300ft MSL. Pilots will report “HIGH KEY” “LOW KEY” AND “BASE KEY, GEAR DOWN {TYPE LANDING}”. MAFB Tower will issue clearance and/or other instructions when pilot calls base key.

7.1.2.5. Pilots may be instructed to orbit at high key, “ZORRO 1, HOLD HIGH KEY”.

7.1.2.5.1. Holding at low key is not authorized.

7.1.2.6. There shall be no more than eight aircraft under MAFB Tower (Local) control during SFO operations. No more than three aircraft may perform SFO procedures simultaneously.

7.1.2.7. The ATC deconfliction cut-off point for the SFO is six miles. Arriving aircraft on final to the same runway as an SFO shall proceed no closer than 6 NM to the runway until the SFO reports low key. **NOTE:** This cut-off is relevant to aircraft that are commencing the SFO (have been cleared from high key to low key). The six mile rule does not apply to aircraft that are holding high key or are enroute to high key.

7.1.2.8. SFO Go-Around Procedures: Aircraft executing a go-around will maintain VFR and avoid overflight of the runway(s) in use.

7.1.2.9. SFO Breakout Procedures: Breakout instructions for aircraft outside of low key shall be at the discretion of MAFB Tower dependent upon traffic conditions and Grand Bay Range (R-3008) status. **NOTE:** Provision of ATC service by MAFB Tower to aircraft conducting SFO approaches does not in any way absolve the pilot from his/her responsibility to comply with 14 CFR Parts 91.111 and 91.113, other appropriate subparts of the 14 CFR Part 91, and/or applicable military regulations.

7.2. Lost Communications Procedures .

7.2.1. Procedures referencing IMC do not apply due to incompatibility with A-29 navigational aids. If pilots lose communications, follow "Lost Communications as Published." If not established on a published approach, maintain at least 3,300ft MSL until within 25 NM of MAFB. Maintain 3,000ft MSL within 25 NM. Proceed direct to the appropriate 5-letter GPS waypoint for the expected approach. Maintain 3,000ft MSL until established on an instrument approach to Runway 18L/36R. Squawk 7600 or 7700 as appropriate. The same procedures apply to VMC lost communications.

7.3. Alternate Airfield Determination: The A-29 alternate airfield will be determined by the 81 FS Top-3. Top-3 will inform the SOF and the SOF will notify the Tower WS and ensure the A-29 alternate status is updated on the ATIS.

Chapter 8

SPECIAL PROCEDURES

8.1. Night Vision Device (NVD) Procedures.

8.1.1. All NVD operations will be conducted at the aircrew's own risk. This guidance does not relieve pilots of the responsibility to comply with CFRs, USAF directives or directives of any other appropriate authority. These procedures supplement FAAO 7110.65 and AFI 13-204v3.

8.1.1.1. Final approval for NVD operations rests with the 23 WG/CC or designee. NVD operations referenced in this document are defined as: conducting flight operations with the aid of NVDs instead of airfield lighting and does not preclude the use of NVDs at other times when normal airfield procedures are in effect.

8.1.2. Monday through Friday from 1 hour after official sunset until airfield closure time, airfield lighting may be intermittent due to NVD operations.

8.1.2.1. NVD operations conducted outside of the published times require NOTAM coordination with AM 48 hours in advance. If mission requirements dictate immediate employment of NVD operations, participating aircraft will contact AM, Frequency 227.2.

8.1.2.2. NVD training outside published hours is prohibited unless the proper NOTAM coordination and dissemination have been accomplished. Participating airborne aircraft requesting immediate NOTAM action will be notified of any transient aircraft arrivals during the NVD operations timeframe.

8.1.3. Operations:

8.1.3.1. All aircraft taxi routes and traffic patterns, to include pattern entry/re-entry will adhere to normal procedures IAW this instruction. Aircraft position/strobe lights will remain on IAW AFI 11-202v3.

8.1.3.2. To allow a combination of HC-130, A-10 and HH-60, and A-29 aircraft to conduct separate and simultaneous operations, all aircraft will maintain radio contact with Tower and normal see-and-avoid rules will apply while in the pattern/landing environment (e.g., aircraft on downwind must report final traffic in sight before turning base leg, etc.). Tower controllers are not NVD equipped; however, Tower will aid in pattern sequencing based on pilot position reports and limited radar availability. For NVD operations, a maximum of four flights (no more than two aircraft per flight) will be allowed to conduct NVD operations simultaneously.

8.1.3.3. Pilots will request one of the following reduced or covert lighting configurations no later than 10 NM final or when turning to base leg. Infrared (IR) lights may be set up by qualified Landing Zone Safety Officer (LZSO) personnel. 41 RQS/71 RQS personnel must contact AM for approval to set up IR lighting. They must also inform AM personnel if the AMP3 or AMP4 lighting configuration (see below) will be utilized during NVD operations. 41 RQS/71 RQS lighting personnel must be available to remove IR lighting within 10 minutes of notification by Tower or AM.

8.1.3.4. Min lighting:

- 8.1.3.4.1. 18L/36R: SFL/ALSF/PAPIs – OFF, HIRL on lowest setting (setting 1).
- 8.1.3.4.2. 18R/36L: SFL/R AIL/MALSR/MALSF/PAPIs – OFF, HIRL on lowest setting (setting 1).
- 8.1.3.4.3. AMP3 lighting: All airfield lights east of Taxiway Hotel will be turned off with the exception of the box-and-one lights. The box-and-one lights will be set outside the runway edge (outside of white runway edge stripe but may be on runway concrete) at 500ft and 1,000ft from the approach end on either side of the runway. One strobe light is located at the end of the runway in the middle where the overrun begins. Tower will solicit a 15-minute inbound call from RAPCON for any non-participating aircraft when portable lighting is placed. This is to allow 41 RQS/71 RQS lighting personnel adequate time to remove all portable (IR) lighting from the runway surface.
- 8.1.3.4.4. AMP4 lighting: All lights east of Taxiway Hotel are turned off and no additional lighting is placed. Tower will solicit a 5-minute inbound call from RAPCON when portable lighting is not used.
- 8.1.3.4.5. All other airfield lights except for obstruction lights and the rotating beacon will be turned off during NVD operations. Ramp lights will remain on. If transient aircraft are on the Hot Cargo Pad, the Hot Cargo Pad ramp lighting will not be turned off due to security concerns.
- 8.1.3.4.6. Internal Tower cab lighting will be dimmed to the max extent possible during NVD operations. TDW and DASR must be operational during all NVD operations.
- 8.1.3.5. Non-participating aircraft will have priority over NVD operations at all times. EXCEPTION: Do not discontinue an NVD approach once the aircraft is established on 10 mile final.
- 8.1.3.6. Once an arriving non-participating aircraft reaches 15 mile final, the airfield lights must be activated. The lights will remain on until the non-participating aircraft has reached a parking spot. Any requests for taxi or departure for non-participating aircraft also require the airfield lights to be on.
- 8.1.3.7. Tower is prohibited from turning on the airfield lights once participating aircraft are established on final approach inside of 10 miles or until past the departure end of the runway unless deemed necessary for safety. ATC will notify both participating and non-participating aircraft prior to activating the airfield lights.
- 8.1.3.8. When necessary to hold an aircraft for a transition to/from NVD operations, aircraft on the ground will be held in their parking spot. Participating airborne aircraft will hold at an appropriate VFR reporting point until instructed otherwise. Non-participating airborne aircraft will hold with the South Approach controller (IFR) or outside the Class D (VFR) until instructed otherwise.
- 8.1.3.9. Tower may suspend NVD operations if deemed necessary for safety or when notified 23 SFS requires force protection lighting. If needed, Tower will contact the participating aircraft and state “DISCONTINUE NVD OPERATIONS FOR (*reason*).”

8.1.3.10. Participating aircraft will advise Tower once they have completed NVD operations. Tower will then notify AM for NOTAM termination.

8.1.4. NVD Phraseology:

8.1.4.1. Tower controllers will use the following phraseology during NVD operations:

8.1.4.1.1. Ground Control: “GROUND NVD OPERATIONS APPROVED UNTIL FURTHER ADVISED, TAXI WILL BE AT YOUR OWN RISK, HOLD SHORT OF ALL RUNWAYS.”

8.1.4.1.2. MAFB Tower: “AIRBORNE NVD OPERATIONS ARE APPROVED UNTIL FURTHER ADVISED.”

8.1.4.2. Due to the absence of adequate lighting, controllers will not issue explicit takeoff or landing clearances to participating aircraft. Instead, controllers will issue takeoff/landing clearances utilizing the following phraseology:

8.1.4.2.1. Landing: “KING 21, CHECK WHEELS DOWN RWY 18L WIND 240/08, LANDING WILL BE AT YOUR OWN RISK.”

8.1.4.2.2. Take-off: “KING 21, RWY 18L, WIND 240/08, DEPARTURE WILL BE AT YOUR OWN RISK.” **NOTE:** Pilots must still utilize standard position reporting procedures (i.e., downwind/base leg/initial/final approach fix). Tower will acknowledge position reports with standard ATC phraseology.

8.1.5. Weather/Lunar Illumination Requirements for Class D Operations:

8.1.5.1. Weather minimums for MAFB assigned aircraft are IAW MDS Vol 3 guidance: A-10 – 1,500ft/3; HC-130– 300ft/1; HH-60 – 700ft/2 (SVFR: IAW 11-202v3).

8.1.6. Vehicular traffic:

8.1.6.1. Only LZSO vehicles are authorized in the CMA during NVD operations. LZSO vehicles in the CMA shall operate with parking lights only, unless ORM considerations dictate otherwise. Entry into the CMA is authorized only after coordination with the Tower.

8.1.6.2. LZSO vehicles that will set up AMP3 lighting must be in contact with the Control Tower and be qualified to drive on the airfield.

8.2. Helicopter NVD Procedures.

8.2.1. When operating in MAFB Class D Airspace between the hours of sunset and sunrise, helicopters using NVDs will have exterior lighting IAW FAR 9 1.209, *Aircraft Lights*, and AFI 11-202v3.

8.2.2. Single ship helicopter. Position lights will be on steady dim and both upper and lower strobes will be on. Use of the landing light is suggested, safety of flight permitting.

8.2.3. Helicopter formations. Both aircraft will have position lights on steady dim. Trail aircraft will have both upper and lower strobes on. Use of the landing light by lead aircraft is suggested when safety of flight permits. Trail aircraft may leave landing light off.

8.3. MOA Lights-Out Procedures.

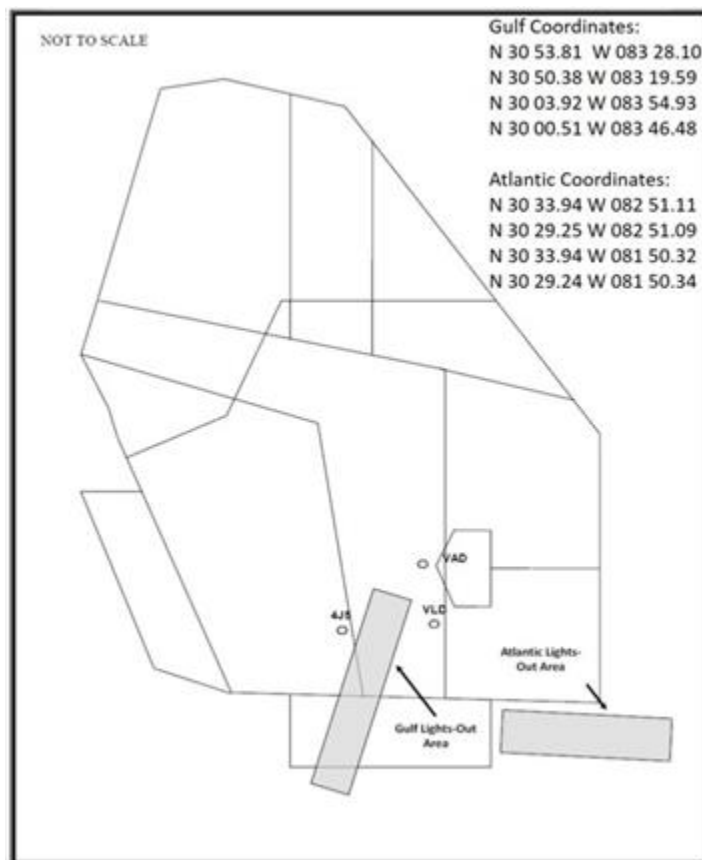
8.3.1. MAFB based A-10, HH-60 and HC-130 aircraft are authorized to conduct lights-out training in MAFB MOAs subject to the conditions and limitations set forth in current FAA Exemptions.

8.3.1.1. Additionally, HH-60s can conduct NVG training without position lights at or below 500ft AGL as approved in FAA Exemptions in the following areas:

8.3.1.1.1. Within the lateral boundary of the combined areas of MAFB MOA 2 North/South not to proceed within 5 NM of the Homerville Airport.

8.3.1.1.2. Within the lateral boundaries of the Gulf and Atlantic Lights out Areas as depicted in (Figure 8.1). **NOTE:** MOA 2, Gulf and Atlantic Lights-out areas are MAFB developed and designated areas that meet the requirements outlined by FAA Exemptions.

Figure 8.1. Gulf and Atlantic Lights-out areas.



8.3.1.1.3. Current copies of FAA exemption letters are maintained and reviewed annually by 23 AOF/CC.

8.3.1.1.4. There are no NOTAM or ATC requirements for HH-60 lights out operations at 500ft AGL and below.

8.3.2. RAPCON shall notify all adjoining FAA facilities upon activation and termination of all lights out operations. RAPCON shall notify participating aircraft to terminate lights out operations when any of the following occur:

8.3.2.1. Any non-participating aircraft poses a potential conflict.

8.3.2.2. A participating aircraft spills out of the MOA.

8.3.2.3. Loss of radar contact.

8.3.3. All aircraft participating in lights out operations shall continuously monitor the assigned frequency.

8.3.4. Lights out NOTAMs are issued by 23 OSS/OSO via CSE per the flying schedule.

8.4. Reduced Force Protection (Ball Park) Lighting Procedures .

8.4.1. Ball park lighting is a potential hazard to aircraft operating on R-3008 or the airfield while utilizing NVDs. Reduced lighting procedures mitigate this risk.

8.4.2. Lighting Coordination:

8.4.2.1. MOCC and 23 WG/CP will relay pertinent information to one another.

8.4.2.2. 23 WG/CP is in contact with MOCC, all flying units, 23 SFS/ECC and AM Ops.

8.4.2.3. MOCC is in contact with all Maintenance Units.

8.4.3. Procedures:

8.4.3.1. When reduced lighting is desired, unit operations duty desk(s) will notify 23 WG/CP NLT 1 hour prior to the period of requested reduced lighting. 23 WG/CP will notify MOCC, unit operations duty desk(s), AM and 23 SFS/ECC to expect reduced ball park lighting that night.

8.4.3.2. MOCC will contact the respective maintenance units to coordinate for the use of light-alls during the reduced lighting timeframe.

8.4.3.3. SFS/ECC extinguishes the ball park lights.

8.4.3.4. When NVD operations are complete (i.e. last land of the night), Tower will coordinate with AM to turn the ball park lights back on.

8.5. Simulated Airfield Attacks and Infil/Exfil Exercises.

8.5.1. Simulated airfield attacks must be approved by 23 WG/CC and conducted IAW AFI 11-202v3.

8.5.1.1. Aircraft must be on Tower frequency NLT 10 NM from the field. Class D airspace must be sterilized before the aircraft reaches 5 NM from the field. Parking or ramp areas will not be over flown.

8.5.1.2. The departure route and number of passes will be coordinated with ATC in advance. Aircraft will advise Tower when departing the Class D airspace. Tower WS has the authority to terminate airfield attacks in the interest of flight safety.

8.5.2. Infil/Exfil operations include a HC-130 stopping after a landing or during a taxi operation to allow vehicles/personnel to plane/de-plane. This operation may take place on the runways, taxiways or ramp areas. NVD use is approved for this operation.

8.5.2.1. Only vehicles participating in Infil/Exfil operations will be permitted access to the runway. Aircraft will coordinate Infil/Exfil timeframes with Tower during preflight planning to deconflict with other operations. If Tower requires Infil/Exfil operations to terminate, all vehicles will exit the CMA and notify Tower when clear.

8.5.2.2. Vehicle operators using NVDs will be trained/certified IAW MAFB OI 13-213, *Airfield Driving*. Participating Infil/Exfil vehicles must be in contact with the Tower via Ramp Net.

8.5.2.3. Aircraft are responsible for notifying Tower when all Infil/Exfil operations are complete.

8.6. Paratroop Operations.

8.6.1. Parachute operations occur at Easy and Safeside located on the airfield. Parachute operations also occur within R-3008 at Bemiss DZ.

8.6.2. The following delivery methods and types are approved for Easy, Safeside and MAFB Airshow DZs: Computed Air Release Point (CARP), High Altitude Release Point (HARP), Jumpmaster Directed (JMD), Container Delivery System (CDS), Container Ramp Load (CRL), and Container Release System (CRS). In addition Bemiss DZ is approved for Standard Airdrop Training Bundles (SATB).

8.6.3. User will follow 23 WG Airspace Scheduling OI guidance and finalize time and airspace requirements with 23 OSS/OSOS by attending the weekly Range Wars meetings. All applicable information pertaining to paratroops will be forwarded to AM at least 3 working days prior to jumps. The Drop Zone Controller (DZC) will meet with AM Ops prior to paratroop operations on Easy, Safeside, or MAFB Airshow DZ to confirm Tower communication plan and ensure CMA awareness. Aircraft will include "PARACHUTE OPERATIONS AND TOT" in the remarks section of their flight plans.

8.6.4. Easy and Safeside DZ operations shown in ([Figure 8.2.](#)):

Figure 8.2. Easy and Safeside DZ.

8.6.4.1. Jump aircraft will report “10 MINUTES OUT FOR AIRDROP” and “1 MINUTE OUT FOR AIRDROP” for deploying live personnel at Easy/Safeside DZ. Tower will state “MOODY TOWER AIRSPACE SANITIZED” ensuring the airspace is sterilized at the 1 minute call. Pilots Jump aircraft will notify Tower: “(Number) JUMPERS AWAY.” The DZC will notify Tower when jumpers are safe on the ground. Class D airspace can be opened upon notification that all jumpers are safe on the ground and that all scheduled drop operations have been completed. DZC will also notify Tower when all jumpers/personnel are outside of the CMA. No aircraft will be cleared to land until Tower receives the notification that all jumpers/personnel are outside of the CMA.

8.6.4.2. Parachute operations within Class D airspace require an airspace sterilization NOTAM be issued by AM 72 hours prior to jump operations restricting non-participating aircraft operations in Class D airspace and advising of parachute operations within a 5 NM radius of MAFB during the designated time. R-3008 will be cold and Tower will coordinate for airspace above 2,700ft MSL with RAPCON per NOTAM altitudes.

8.6.4.3. Easy DZ is approved for day or night use IAW survey procedures. MAFB Airshow DZ is approved for day use IAW survey procedures. HC-130 aircraft will back-taxi on Runway 18L/36R to load additional jumpers. DZ operators will recover streamers from the airfield, and advise Tower when all jumpers/personnel are outside of the CMA, prior to runway operations resuming.

8.6.4.4. Placement of the desired Point of Impact (PI) will be IAW DZ Survey unless an alternate PI is required for demonstration or training.

8.6.4.5. The DZC will maintain radio contact with the aircraft on 282.8 primary or 236.0 alternate. The DZC will also maintain contact with MAFB Tower via the Ramp Net or on the Ground Control frequency throughout the airdrop operations. The drop aircraft will maintain radio contact with the Tower on 257.625. Loss of communications will suspend operations.

8.6.4.6. AM Ops will conduct a FOD check on both runways after completion of paradrop operations. Tower will allow AM Ops to commence FOD check once DZC states that all jumpers/personnel are outside of the CMA. No aircraft will be cleared to land until completion of the FOD check by AM Ops.

8.6.4.7. Easy and Safeside DZ Restrictions:

8.6.4.7.1. Operations requiring an aircraft's engines/rotor blades to be running/turning is prohibited during jump operations on Easy or Safeside DZ. Exception: A-10 engine runs under the sun shades on Shark and Claw Ramps are authorized.

8.6.4.7.2. Aircraft towing operations are authorized west of Runways 18R/36L provided they do not enter/cross the DZ. Towing operations are for MAFB assigned aircraft only and require a spotter not performing maintenance actions. The spotter's only duty will be to spot the jumpers and immediately call for tow stoppage if it appears jumpers will land west of Rwy 18R/36L.

8.6.5. Bemiss DZ Operations:

8.6.5.1. Bemiss DZ (in R-3008) is considered a special use DZ approved for day or night operations IAW survey and streamer procedures.

8.6.5.2. R-3008 must be scheduled and will be activated for Bemiss DZ operations. Parachute operations exceeding 7,000ft MSL require scheduling R-3008D and HOG MOA for airspace de-confliction. Additionally, MAFB's Class D airspace will be sterilized using the procedures in 8.6.5.4 and a NOTAM must be issued by AM stating that jump operations will be occurring on Grand Bay Range. NOTAM requests must be submitted to AM at least 72 hours prior to the jump.

8.6.5.3. Low altitude (below 7,000ft MSL) parachute operations with a release point inside the lateral/vertical confines of R-3008 and static line drops do not require further restrictions beyond activation of R-3008.

8.6.5.4. Parachute operations above 7,000ft MSL to Bemiss DZ require MAFB's Class D airspace to be sterilized. The following procedures for these operations apply:

8.6.5.4.1. The jump aircraft will contact RAPCON on CH 14 (269.4/125.475) 10 minutes prior to “JUMPERS AWAY” for appropriate airspace activation.

8.6.5.4.2. At the 10 minute call, RAPCON will contact Tower to begin the sterilization of the Class D. RAPCON will contact the RCO prior to the jump aircraft entering R-3008.

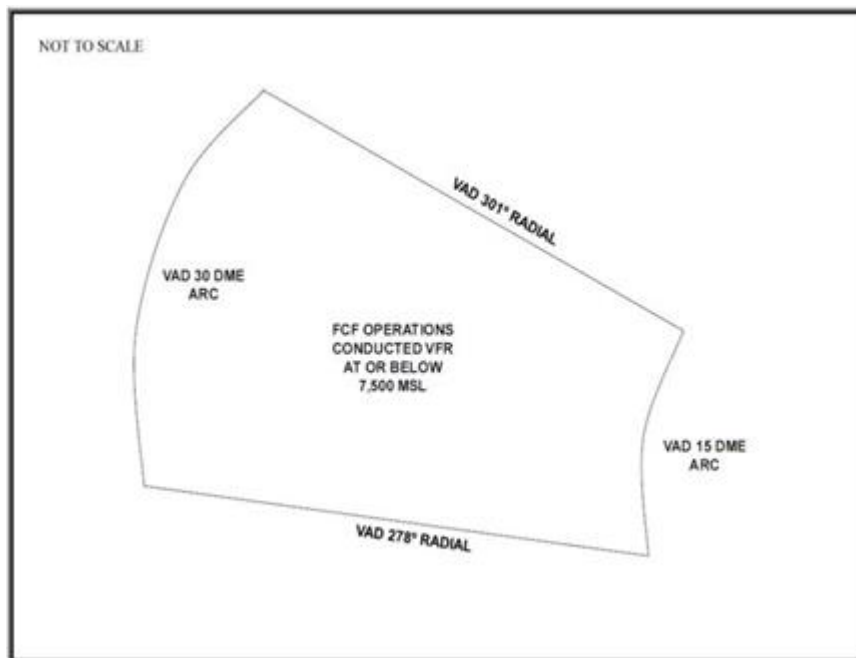
8.6.5.4.3. MAFB Tower will contact RAPCON once the Class D is sterilized. RAPCON will inform the jump aircraft that Class D is sterilized.

8.6.5.4.4. The jump aircraft will pass the “1 MINUTE” out call to RAPCON, and notify RAPCON of “(Number) JUMPERS AWAY.” The jump aircraft will inform RAPCON when all jumpers are safely on the ground and upon completion of jump operations.

8.6.5.4.5. Aircraft are not restricted from starting engines or taxiing when the Bemiss DZ is in use.

8.7. Functional Check Flights (FCF): A-10 pilots will file local stereo flight plans and advise Ground Control of their FCF intention on initial contact. A-10s requiring additional airspace outside of MAFB MOAs will coordinate with RAPCON. HH-60 FCFs will normally be conducted within the lateral confines of MOA 2 with a secondary location outlined by [Figure 8.3](#). HC-130s normally utilize Corsair MOA for FCFs.

Figure 8.3. Secondary HH-60 Functional Check Flight Area.



8.8. Live Loads/Hazardous Cargo.

8.8.1. The primary Hazardous Cargo area is the Hot Cargo Pad. The secondary Hot Cargo area is the Alpha Pad East. These areas are to be used for live weapons loading and unloading for 23 WG aircraft and transient arrivals carrying hazardous cargo.

8.8.2. 23 WG flying units requesting live load operations must inform AM a minimum of 72 hours prior to conducting live load operations.

8.8.3. Aircraft carrying hazardous cargo or participating in live weapons loading will advise Tower upon initial contact. Tower will notify AM with request.

8.8.4. AM will initiate NOTAM actions, to include restricted taxiways to non-participating aircraft and vehicles.

8.9. Hot Refueling.

8.9.1. Hot refueling may occur with approved fuel trucks or from a fixed-wing tankers at FARP sites. Hot refueling operations under NVG are approved at MAFB.

8.9.2. Minimum Safe Distances. IAW TO (Technical Order) 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, and AFI 21-101, *Aircraft and Equipment Maintenance Management*, Chapter 14, hot refueling operations will not be conducted within 200ft of aircraft parking areas, 50ft of taxiing aircraft, or 200ft of buildings.

8.9.3. Hot Refueling Weather Restrictions. Stop fuel servicing when high winds (as defined by maintenance technical orders) or reduced visibility caused by blowing rain exists, or when an electrical storm is within 5 miles of the hot refueling site IAW MAFB Hot Refueling Site Survey.

8.9.4. Tower approval requirements:

8.9.4.1. Aircraft participating in hot refueling operations will be in contact with MAFB Ground at all times.

8.9.4.2. Aircraft will make the request with MAFB Ground as follows: "MOODY GROUND, [CALLSIGN] REQUEST TAXI TO [HOT PITS/HOT CARGO PAD] FOR HOT REFUELING OPERATIONS."

8.9.4.3. Tower personnel will be familiar with the aircraft and fuel truck egress routes to the maximum extent possible and will protect these areas from non-participating vehicles/aircraft. Ultimately, the aircraft commander and fuels specialist are responsible for ensuring the operation is conducted safely with clear emergency taxi/egress areas.

8.9.5. Fire Protection:

8.9.5.1. When units are participating in hot refueling, MOCC will notify the FES no later than 30 minutes prior to commencing operations. AM must be notified 72 hours in advance of any FARP operations to ensure applicable NOTAMS are published.

8.9.5.2. The fire truck will be located as determined by the Installation Fire Chief IAW TO 0025-175. The Fuel Safety Zone area is within 50ft of a pressurized fuel carrying component and 25ft around fuel vent outlets of an aircraft.

8.9.5.3. A minimum of one 20lb dry chemical extinguisher will be located in the immediate vicinity of the tanker/receiver Single Point Refuel panel. If a fuel truck is used as the tanker, a large airfield Halon 1211 fire extinguisher will be used in lieu of the 20lb extinguisher.

8.9.6. Impact on Airfield Operations. Aircraft, fuel trucks, or fixed-wing tankers performing hot refueling operations must have unobstructed emergency taxi routes available at all times. When a site is active, the taxi routes impact the airfield runways, taxiways, as outline in Table 8.2.

Table 8.1. Sites Approved for Hot Refueling and Airfield Impacts with Hot Refueling Sites Active.

Site	Approved For	Runway (s) Closed	Taxiway (s) Closed	Other Areas Impacted
Alpha Pad	HC-130	36R	Alpha (East)	N-S access road south of Alpha Pad must be open
Hot Pits (Delta Ramp)	A-10 HH-60	None	None	None
Hot Cargo Pad	A-10 HC-130 HH-60	None	November	No other aircraft allowed onto Hot Cargo Pad
HC-130 Ramp	HC-130	None	Juliet	No aircraft parked on or north of Sierra row (HC-130 ramp). The western border of the HC-130 ramp from Sierra row to adjacent the 71 RQS building must be open and free of parked vehicles
Fuel Barn	HC-130	None	Juliet	No aircraft parked on the north or south side of Sierra row (HC-130 ramp). The western border of the HC-130 ramp from Sierra row to adjacent the Fuel Barn building must be open and free of parked vehicles

8.9.7. Emergency Taxi/Emergency Egress:

8.9.7.1. All emergency taxi routes must be clear of any obstructions, vehicles, aircraft, etc. for the hot refueling site being utilized. The aircraft commander and fuels specialist share responsibility for compliance.

8.9.7.2. Aircraft commanders and fuel specialists will ensure all personnel involved in the hot refueling operation have identified an area for crew egress in the event of a serious emergency which would prohibit safely taxiing/driving out of the refueling area. At all times, safety of personnel involved will be a priority over potential loss of equipment.

8.9.7.3. In the event of an emergency requiring immediate taxi to clear the area, the aircraft will notify Ground/Tower: “MOODY [GROUND/TOWER], [CALLSIGN] EMERGENCY TAXI FROM [HOT PITS/HOT CARGO PAD/], [NATURE OF EMERGENCY, (NUMBER) OF PERSONNEL ON AIRCRAFT AND REMAINING ON THE RAMP (IF APPLICABLE), INTENTIONS, AND TYPE OF ASSISTANCE REQUIRED].”

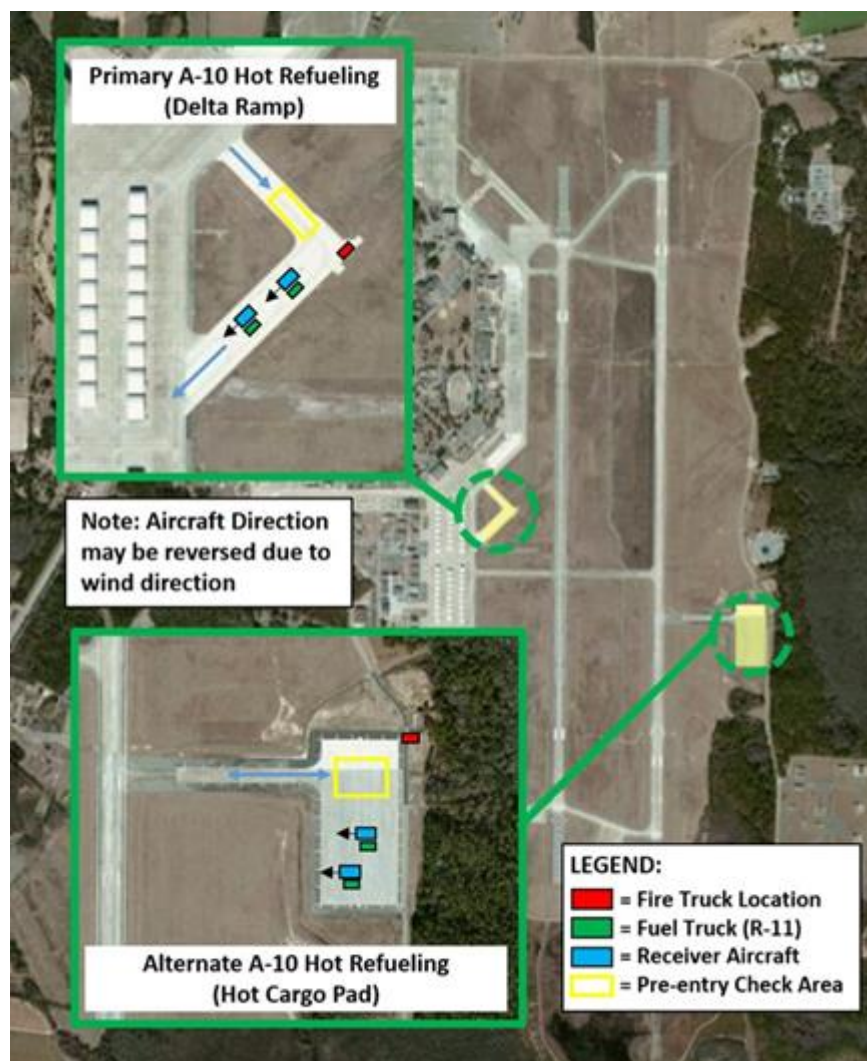
8.9.7.4. In the event of an emergency requiring personnel egress from the area, the aircraft will make a call (if able) to Ground/Tower as follows: “MOODY [GROUND/TOWER], [CALLSIGN] EMERGENCY CREW EGRESS ON [HOT PITS/HOT CARGO PAD], [NATURE OF EMERGENCY AND TYPE OF ASSISTANCE REQUIRED].”

8.9.7.5. For all hot refueling emergencies, tower will activate the PCAS and issue an advisory over appropriate frequencies.

8.10. A-10 Hot Pit Refueling.

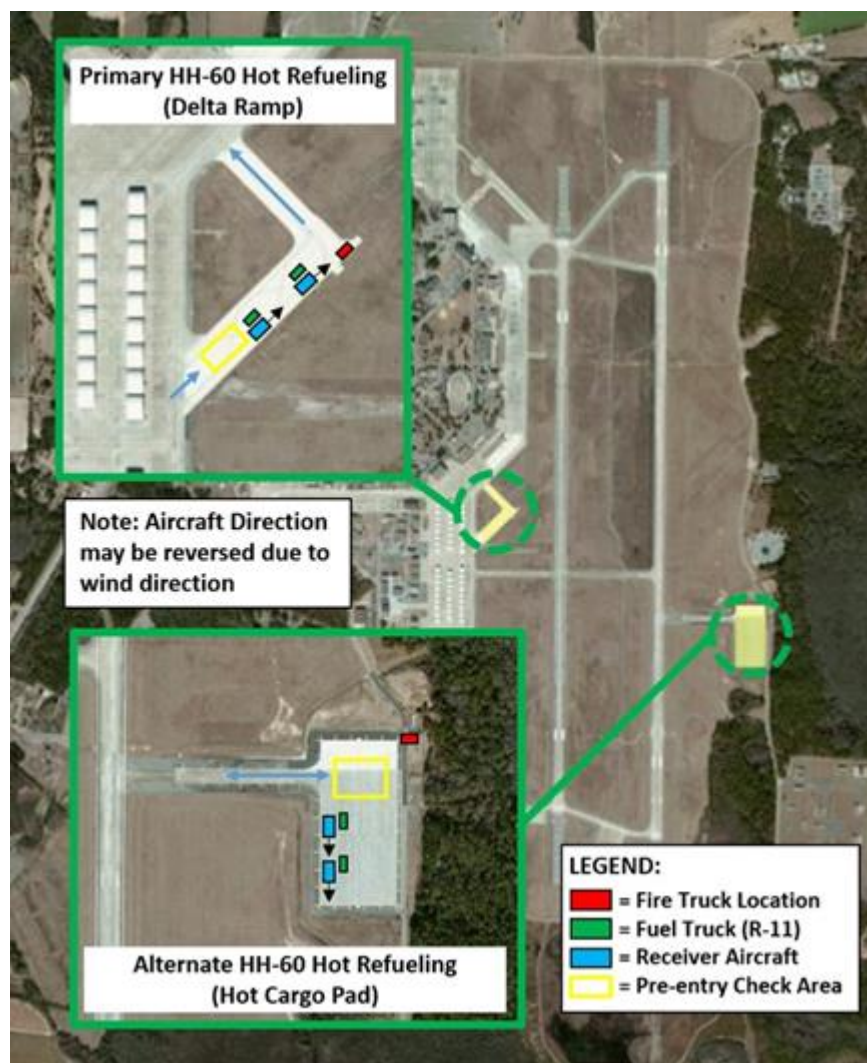
8.10.1. MAFB has two airfield locations certified as hot refueling sites for A-10 aircraft: Delta Ramp and the Hot Cargo Pad (**Figure 8.4**).

Figure 8.4. A10-10 Hot Pit Refueling.



8.11. HH-60 Hot Refueling.

8.11.1. MAFB has two airfield locations certified as hot refueling sites for HH-60 aircraft: Delta Ramp and the Hot Cargo Pad (Figure 8.5).

Figure 8.5. HH-60 Hot Refueling.**8.12. HC-130 Forward Air Refueling Point (FARP).**

8.12.1. MAFB has four airfield locations certified as hot refueling sites for HC-130 aircraft: Alpha Pad, Hot Cargo Pad, Fuel Barn and HC-130 ramp (**Figure 8.6 and Figure 8.7**). Alpha Pad will be used only when all 23 WG aircraft have terminated flying operations or a real-world contingency dictates its use.

Figure 8.6. HC-130 FARP Sites.



Figure 8.7. HC-130 FARP Sites.

8.12.2. All receiver positions for FARP will be subject to change depending on the number and type of aircraft that will be refueled simultaneously.

8.12.3. Start/Stop times must be relayed to the Tower when FARP operations are in progress at the Fuel Barn FARP site. Taxiway Juliet will be partially block due to FARP operations at the Fuel Barn. Maintenance personnel will be on the airfield to notify the FES/ECC of aircraft taxiing to C-130 Ramp from Taxiway Lima.

8.13. Supervisor of Flying (SOF).

8.13.1. The SOF monitors UHF 305.6 and VHF 143.825. The SOF provides oversight to 23 FG and 81 FS aircraft; however, 347 RQG aircraft may request assistance from the SOF as situations dictate. During emergency situations involving 23 FG aircraft, the SOF will notify the 347 RQG/CC should the emergency require rescue assets.

8.13.2. Air traffic controllers are the only personnel qualified and approved to issue or relay ATC control instructions to aircraft. Air traffic controllers may relay advice and instructions to emergency aircraft on an ATC frequency at the SOF's request. This includes Single Frequency Approach (SFA). However, when the information is aircraft specific or when the SOF feels that relaying information through ATC may cause an unacceptable delay, the Tower WS may approve the SOF or the squadron OPS SUP to transmit directly to the affected aircraft.

8.13.3. The SOF will:

8.13.3.1. Coordinate all aircraft requests and directives through the Tower WS.

8.13.3.2. Monitor the Tower frequency to the maximum extent possible and other frequencies as needed.

8.13.3.3. Inform the Tower WS of inbound emergencies as information becomes available.

8.13.3.4. Forward any Pilot Reports (PIREPs) to the Tower WS who will inform the base weather station.

8.13.3.5. In the event the Tower must evacuate, the SOF will relocate to one of the 23 FG fighter squadrons.

8.14. Search and Rescue (SAR) Mission Procedures.

8.14.1. 347 RQG or 23 WG/CP will notify 23 FG/CC or 23 OSS/CC immediately of any real-world SAR mission requiring MAFB Airfield support. Notification is also required for SAR missions tasked within airfield operating hours to ensure priority is afforded.

8.14.2. SAR aircrew or Squadron Operations will activate a VFR flight plan (if able) at least 30 minutes prior to takeoff or air-file on departure.

8.15. Unmanned Aerial Systems (UAS).

8.15.1. The FAA has issued Certificates of Authorization (COA) to MAFB for the following:

8.15.1.1. FAA COA ESA-123-COA-R: When MAFB tower is closed, operation of the Shadow, Puma and Raven UASs in Class E airspace at or below 2500' AGL within a 5 NM radius of MAFB, GA is under the jurisdiction of KVAD RAPCON.

8.15.1.2. FAA COA ESA-1-MOA: When MAFB tower is open, operation of the Shadow, Puma and Raven UASs in Class D airspace at or below 2,500 AGL within a 2.5 NM radius of MAFB, GA is under the jurisdiction of KVAD Tower.

8.15.1.3. Under the coordination requirements and provisions of these FAA issued COAs, LOAs between MAFB ATC agencies and UAS operators must be in place before operations commence. LOAs will address NOTAM requirements, safety measures, airspace scheduling and activation, communications, and notifications. 23 OSS/OSA is the OPR for UAS COA/LOA development, coordination, and approval, and will review LOAs annually.

8.15.2. UAS Operations within R-3008.

8.15.2.1. UAS operations are conducted on R-3008 on a routine basis. The following procedures apply:

8.15.2.2. UAS operations will commence solely within the confines of R-3008 to include launch, recovery and lost link procedures.

8.15.2.3. UAS operators will remain in radio contact with the RCO at all times.

8.15.3. Lost link: If a UAS becomes lost link, RCO will notify MAFB Tower immediately.

8.15.4. When R-3008 airspace is restricted by RAPCON for transient aircraft operations, the RCO will direct the UAS operator to immediately orbit at or below 200ft AGL within close proximity of the Small Unmanned Aerial System-Operator team until further advised or cleared to resume normal operations.

8.15.5. Reference MAFB UAS Policy for procedures on recreational and non-recreational UAS operations.

8.16. Controlled Firing Area (CFA) Procedures.

8.16.1. This identifies responsibilities, procedures, and those restrictions imposed by FAA for the safe operation and control of air traffic in and around the Explosive Ordnance Disposal (EOD) Range/CFA. These areas are established for the purpose of safety and include the EOD Fragmenting Disposal Range for Munitions with a Diameter Greater than Five Inches and the EOD Non-Fragmenting Disposal Range.

8.16.2. Period of Operation. EOD operations are conducted on an asrequired basis. Airspace impact should be limited to 15 minutes, during which time explosive charges are prepared, personnel evacuated, and detonation occurs. In the event of a misfire, aircraft overflights may be authorized within the R-3008 at or above an altitude or lateral spacing specified and approved by EOD and RCO.

8.16.3. Weather requirements. Prior to detonation, the ceiling must be at least 1,000ft feet above the maximum fragmentation altitude required (provided by EOD) to facilitate EOD's visual clearing for aircraft. Visibility must be five miles in all directions. Upon request, Tower will advise EOD of current weather conditions and EOD will make the determination whether or not to conduct operations.

8.16.4. Upon arrival at disposal range, EOD will establish and maintain contact with Tower via Ramp Net (RAPCON via cellular phone when tower closed). In the event communications are lost between Tower (RAPCON) and EOD, the FES/ECC will relay information as required. If no communication can be established with either unit, EOD will cease operations.

8.16.5. Prior to initiation of disposal charges with possibility of fragmentation, EOD will request clearance from Tower (RAPCON) and advise that CFA surveillance is required. During operations with no possibility of producing fragmentation, EOD need only advise Tower (RAPCON) that initiation will commence producing smoke only and CFA surveillance is not required.

8.16.6. Special FAA Provisions of Operations.

8.16.7.1. The EOD RSO shall obtain clearance from the Tower (RAPCON when Tower closed) prior to initiation of explosive charges and will maintain two-way communications with the clearance authority during all range operations. The EOD Range Safety Officer (RSO) will ensure cessation of range demolition operations when advised by the Tower or any other entity that an aircraft is approaching and may penetrate the horizontal safety area CFA.

8.16.7.2. The EOD RSO is responsible for surveillance of the range and ensuring cessation of range operations upon sighting of approaching aircraft. When Tower/Grand Bay is closed, RAPCON will pass on RADAR observed aircraft but airspace cannot be sterilized. **NOTE:** When possible, disposal operations requiring altitude clearance will be conducted on days and times least likely to disrupt flying operations.

8.16.8. At termination of disposal operations, EOD will advise Tower (RAPCON) that no further surveillance will be required.

8.17. Uncontrolled Airfield Operations (UAO) procedures: Refer to MAFBI 13-204.

Chapter 9

MISCELLANEOUS PROCEDURE

9.1. Airfield Operations Board (AOB).

9.1.1. IAW AFI13-204v3, the AOB will be held quarterly and AOB minutes are signed by the Chairman to be distributed within 20 workdays following the completion of each AOB. The AOB serves as MAFB's primary mechanism in managing the operation and compliance of the Air Traffic System to include the airfield environment, airfield driving, ATC, flying operations, safety and ATCALs. 23 OSS/OSA serves as the OPR for AOBs.

9.1.2. The following personnel (or designated representatives) are required Board members (**Table 9.1**) IAW AFI13-204v3:

Table 9.1. Board Members.

23 WG/CV (Chairman)	71 RQS/CC	23 OSS/OSAT
23 FG/CC	41 RQS/CC	23 OSS/OSAX
347 RQG/CC	23 CES/CC	23 OSS/OSAR
23 MSG/CC	23 CS/CC	23 OSS/OSAM
23 OSS/CC	23 FG/FGV	23 OSS/OSW
76 FS/CC	347 RQG/OGV	23 WG/SE
75 FS/CC	23 OSS/OSA	23 WG/CP
74 FS/CC	23 OSS/OSAA	FAA Air Force Representative

9.1.3. The following items are required to be briefed quarterly IAW AFI13-204v3:

- 9.1.3.1. Airspace (terminal, enroute, and SUA).
- 9.1.3.2. ATC Flying Procedures (new, revised, rescinded, and seldom used).
- 9.1.3.3. Military, FAA, and Host Nation concerns.
- 9.1.3.4. AOF Staffing (AOF Staff, AM, ATC, RAWs).
- 9.1.3.5. ATCALs (flight inspection schedule, status, upgrades).
- 9.1.3.6. Airfield Environment.
- 9.1.3.7. Airfield Waivers (approved by HQ ACC for violations of airfield planning and design criteria).
- 9.1.3.8. ACC Inspection Open Items.
- 9.1.3.9. Status of Airfield Driving Training Program.
- 9.1.3.10. Runway Incursion and Controlled Movement Area Violations (CMAVs).
- 9.1.3.11. HATRs.

9.1.4. The following items are required to be briefed at least annually IAW AFI13-204v3:
NOTE: Following each item is a defined quarter where MAFB will cover the designated item.

- 9.1.4.1. Results of Annual Self Inspection (First).
- 9.1.4.2. Status of Existing Airfield Waivers (Second).
- 9.1.4.3. Results of the Annual Airfield Certification/Safety Inspection (Second).
- 9.1.4.4. Aircraft Parking Plan (Third).
- 9.1.4.5. TERPS (Fourth).
- 9.1.4.6. Air Installation Compatible Use Zone (Fourth).
- 9.1.4.7. Special Interest Items (Fourth).
- 9.1.4.8. LOP Review (Fourth).
- 9.1.4.9. Airfield Projects (Fourth).

Chapter 10

EMERGENCY PROCEDURES

10.1. In-Flight Emergency (IFE)/Ground Emergency (GE).

10.1.1. During emergency situations, time and conditions permitting, aircrew will accomplish appropriate actions and notify ATC as soon as possible describing the nature of the problem, actions taken and intentions (include location, fuel state, and recovery requirements). On base and off base responses to mishaps are defined by 23 WG CEMP 10-2 and Airfield Operations Instruction 91-204, *Safety Investigations and Reports*.

10.1.2. GE notifications may be initiated by MOCC or aircrew. If the GE situation permits, MOCC should provide Tower with tail number and location of a GE aircraft and nature of the GE in order to facilitate PCAS and SCN activation.

10.1.3. For 23 FG assets, if the SOF is not qualified in an IFE aircraft, the SOF will contact the appropriate Squadron Operations Supervisor for assistance. Squadron Operations Supervisors, if necessary, will monitor and/or provide technical assistance on the UHF/VHF SOF frequency. Operations Supervisors transmitting on the SOF frequency will preface all calls with their squadron call sign, i.e., CLAW/SHARK/81st OPS.

10.1.4. The Senior Fire Official will serve as the Incident Commander (IC) for IFEs and GEs, and will determine proper courses of action and termination.

10.1.5. Emergency response vehicles will have priority over non-emergency aircraft ground movements. Emergency responses may require vehicles to enter/exit restricted areas outside of designated entry control points. Prior to crossing a red restricted area line, vehicles should coordinate with 23 SFS. All emergency vehicles must adhere to the guidelines outlined in MAFBI 13-213 for entering the CMA.

10.1.6. Both Tower and RAPCON will monitor SFA (UHF322.375) and will use this frequency for IFE use only. RAPCON will assign IFE aircraft SFA unless aircrew requests otherwise. Either facility will advise the other when they no longer require its use. In the event of multiple emergencies, subsequent IFEs will be pushed to Tower on UHF 257.625.

10.1.7. Tower will release control of SFA to the IC (CHIEF 2) when Tower no longer needs the frequency for control instructions ("CHIEF 2, TOWER, SFA IS YOUR CONTROL") and advises RAPCON when it is no longer required. Any subsequent emergencies will be handled on the Tower/Ground Control frequency.

10.1.8. The IC will:

10.1.8.1. Contact the aircrew after Tower releases SFA and provide emergency assistance as required.

10.1.8.2. Return control of SFA to Tower when use of SFA is no longer required ("TOWER, CHIEF 2, SFA IS YOUR CONTROL").

10.1.8.3. Not issue any ATC-type instructions.

10.1.8.4. Identify themselves on each transmission.

10.1.9. Aircraft will utilize ground control frequency for taxi instructions if the emergency is terminated prior to the aircraft reaching the parking spot.

10.2. Primary Crash Alarm System (PCAS)/Secondary Crash Net (SCN) Procedures.

10.2.1. The PCAS is activated by Tower. Primary stations on the PCAS are Tower, FES/ECC, AM, and Clinic. The PCAS will be tested daily within the first 15 minutes of the airfield opening. If the PCAS is out of service, Tower will relay pertinent information to AM for transmission on the SCN.

10.2.2. Tower will activate the PCAS when:

10.2.2.1. An IFE or GE is declared or suspected.

10.2.2.2. Any unscheduled barrier/arresting cable engagement occurs.

10.2.2.3. The crew has abandoned the aircraft or is about to do so.

10.2.2.4. An aircraft accident occurs.

10.2.2.5. An aircraft has made a forced landing or is about to do so.

10.2.2.6. The need for ground rescue appears likely.

10.2.2.7. An actual or suspected aircraft theft attempt is observed, including unauthorized engine starts/taxis.

10.2.2.8. Evacuation of the Tower or RAPCON is required.

10.2.2.9. Disaster preparedness/wartime exercise inputs are required (preceded and followed by the words "Exercise, Exercise, Exercise").

10.2.2.10. Deemed necessary by the Tower WS/SC.

10.2.2.11. Explosive detection K-9 teams are requested.

10.2.2.12. A hot gun/unsafe gun moves from the EOR to the gun berm (this is a PCAS reactivation).

10.2.3. SCN Procedures:

10.2.3.1. Only use the SCN to relay information critical to aircraft and airfield operations (e.g., hazardous weather warnings, in-flight emergencies (IFEs), GEs, Force Protection Condition (FPCON) levels, EOC activations/recalls, bomb threats or terrorist activities). Use other forms of communication to relay non-critical information. AM is the primary activation authority for the SCN.

10.2.3.2. AM will conduct a test of the SCN daily NLT 0930L or prior to outside published operating hours.

10.2.3.3. FES/ECC, 23 OSS/OSW, 23 CES, 23 MDG (ambulance dispatch / flight surgeon), 23 WG/CP, 23 SFS, MOCC, Crash Recovery, 23 FW/SEF, 23 WG/PA, 23 CES/EOD, 41 RQS, 71 RQS, 74 FS, and 75 FS are on the SCN. Any modification to SCN participants must be coordinated through AM and approved by 23 OSS/CC.

10.2.3.4. In the event of AM evacuation, loss of SCN, or an IFE/GE, and loss of the SCN is known, AM will inform 23 WG/CP to notify the base agencies listed in 10.2.3.3.

10.3. Hot Brakes.

10.3.1. Hot brake areas are depicted in [Attachment 3](#).

10.3.2. A GE will be declared anytime an aircrew states "HOT BRAKES".

10.3.3. When hot brakes are suspected, clear the runway and park on the east end of EOR (Spot 8). Spots 5-8 are then closed and aircraft in these spots will taxi clear. The other four spots will remain open. Taxiing behind the hot brake aircraft is permitted. HC-130 aircraft will use spot 7, and only spots 1 and 2 will remain open until the emergency has been terminated.

10.3.4. If hot brakes are detected while enroute to parking or after arriving in the chocks, notify Ground Control of the emergency and proceed to either the North/South EOR.

10.4. Controlled Bailout.

10.4.1. If VMC, aircraft will bailout approaching the intersection of the runways at Bemiss Field heading 157 degrees at 2,500ft MSL ([Figure 10.1](#)). Aircrew should attempt to have aircraft impact prior to Highway 221, but do not compromise proper ejection parameters.

Figure 10.1. Jettison/Bailout Area.



10.4.2. If IMC, aircraft should proceed to VAD 110/2.5 heading 157 degrees at 2,500ft MSL and eject. Pilots will make every attempt to avoid populated areas and MAFB.

10.4.3. If a controlled bailout is required, the controlling ATC agency will notify Grand Bay RCO. The RCO will clear personnel on Bemiss Field immediately.

10.4.4. RAPCON will provide vectors to the area if required, and if able, annotate LAT/LONG of where the aircraft was last observed on radar.

10.5. External Stores Jettison.

10.5.1. The external stores jettison area is east of MAFB and is defined between the KVAD R-060 and R-100 and 1.5 to 3 DME (**Figure 10.1**). Pilots will advise SOF/ATC of the need to use the area and squawk 7700.

10.5.2. The controlling ATC agency will notify Grand Bay RCO of the pending emergency. The RCO will clear Bemiss Field immediately.

10.5.3. Pilots will:

10.5.3.1. Use caution to avoid jettison on Bemiss Field when personnel and equipment are set up at the Bemiss Field intersection.

10.5.3.2. Attempt to jettison ordnance to land as close to bomb circle as possible.

10.5.3.3. Release stores with fuzing safe.

10.5.3.4. Record impact point and pass information to Grand Bay when time allows.

10.5.3.5. If VMC, proceed to R-3008. Approach the bomb circle on a heading of 180 degrees at 2,500ft MSL and 250 KIAS (unless TO directs otherwise).

10.5.3.6. If IMC, use radar vectors to establish the aircraft on the appropriate approach for release at 2,500ft MSL and 250 KIAS. If radar vectors are unavailable, fly a TACAN 18L ground track at 2500ft MSL. At 4 DME make a standard turn (30° of bank) to a heading of approximately 148° flying the aircraft directly to the main bomb circle.

10.5.3.7. If GPS or INS navigation is available, release the weapon/store/rack no earlier than 1.0 NM prior to the main bomb circle and no later than 0.5 NM prior to the bomb circle. If GPS or INS navigation not available release the weapon/store/rack passing the KVAD R-060 (this will be approximately 2.2 DME).

10.5.3.8. The ranges of 1.0 and 0.5 NM do not apply to forward firing ordnance (i.e. 2.75" rockets). No procedures have been authorized to release forward firing ordnance in IMC. Release of the store/rack using IMC procedures is the only way of jettisoning forward firing ordnance.

10.5.4. ATC will, as necessary, provide a description of the area, radar vectors, and advise the aircraft of its general position in relation to the area. ATC will not call the drop point.

10.6. Fuel Dump/Hose Jettison.

10.6.1. The primary fuel dump area is within the confines of MOA 2 at 7,000ft MSL. Aircraft operating in MOA 2 will be required to work away from and avoid flying directly under the dumping HC-130's flight path. Aircraft working within MOA 2 will be restricted to 5,000ft MSL and below. Upon request, RAPCON can provide vectors to the area. Aircraft are required to inform RAPCON prior to commencing fuel dump operations and when fuel dumping is terminated.

10.6.2. The primary hose jettison area is Bemiss DZ (VAD 118R/2.6 DME; N30 57.05/W083 08.82). If under ATC control, the controlling ATC agency will notify Grand Bay Range of the pending hose jettison. The RCO will contact any personnel on Bemiss Field and have them clear the area immediately. The HC-130 aircrew will advise RAPCON and their Squadron Ops that they need to cut the hose over Bemiss DZ. The HC-130 will use a 360 or 180 degree heading at or above 800ft MSL. Time permitting a clearing pass over the DZ should be conducted to ensure no personnel or equipment are located on the DZ.

10.7. Hung Ordnance/Gun Malfunction.

10.7.1. All aircraft with hung ordnance will fly a straight-in to Runways 18L/36R or 18R/36L and continue as follows:

10.7.1.1. Aircraft with a hung rocket will proceed to and stop in the South EOR Spot 8 for de-arm. Tower will ensure the South Perimeter Road traffic light is on just prior to touchdown of the aircraft. If the rocket can be safed, taxi to parking. If not, shut down in EOR and declare a GE. Once the aircraft is safed, maintenance will tow the aircraft to parking. Aircraft will declare an IFE if an unsafe condition exists.

10.7.1.2. For hung free fall training ordnance, aircraft will proceed to de-arm. If the ordnance can be safed, taxi to parking. If not, shut down in EOR. Aircrew will declare an IFE for an unsafe indication.

10.7.1.3. For all live ordnance (HE rockets, GP bombs and LUUs) and armed pyrotechnics, aircraft will declare an IFE and proceed directly to the gun berm at the Hot Cargo Pad. The 23 SFS will be responsible for blocking traffic on Perimeter Road.

10.7.1.4. Aircraft with suspected gun malfunctions will declare an IFE and taxi to the gun berm. If able to safe the gun, taxi to park. If gun cannot be safed, shut down in front of the gun berm. Pilots will turn the nose east when turning toward the gun berm. The 23 SFS will be responsible for blocking traffic on Perimeter Road. Tower will turn on lights whenever 23 SFS is blocking traffic.

10.7.1.5. Alternate location is the Alpha Pad. Same procedures apply; aircraft will park so that the hung munitions will be on a 152 degree heading.

10.7.1.6. HH-60s with a hung gun will normally land at the gun berm area on the Hot Cargo Pad until the gun can be removed from the aircraft.

10.7.1.7. HH-60/HC-130 Hung Chaff/Flares (AN/ALE-47): After final landing of training involving the live firing of chaff/flares, aircraft will taxi to the EOR to deplane the loadmaster or another qualified crewmember to check for hung ordnance. If hung ordnance is found, the aircrew and aircraft will remain in place, notify the Tower and 23 WG/CP and declare an emergency. HH-60s may conduct hung ordnance checks on Grand Bay.

10.7.2. 23 WG/CP will have MXS/ECM and EOD meet the aircraft for any of the above situations. The aircraft must remain in the designated area until EOD personnel can clear all hung ordnance.

10.8. Hot Pit Fuel Spills.

10.8.1. Class I fuel spills (areas less than 2ft in any plane dimension) will be monitored and cleaned up by fuels and refuel team personnel.

10.8.2. For Class II spills (areas not over 10ft in any plane dimension, or not over 50 sq. ft and not of a continuing nature) cordon the area using agency fireguards and immediately notify the FES/ECC. The IC will determine the cleanup method.

10.8.3. For Class III fuel spills (areas over 10ft in any plane dimension or over 50 sq. ft in total area or of a continuing nature), cordon the area using agency fireguards and immediately notify the FES/ECC. These fuel spills are considered ramp mishaps. The senior fire official will respond with the personnel, vehicles and equipment necessary to control and contain the hazardous condition. The IC will determine the cleanup method.

10.8.4. Units conducting hot refueling operations assume responsibility for any cost associated with a cleanup as a result of a spill during a hot refueling operation.

10.9. Lost Communications.

10.9.1. A-10/HC-130/HH-60 VMC. Avoid R-3008; fly a VFR straight-in, and after receiving appropriate verbal clearance (receiver-only) or light gun signal, land on Runway 18L/36R. Squawk 7700 or 7600 as appropriate.

10.9.2. IMC lost communications are: If not established on a published approach, maintain at least 3,300ft MSL until within 25 NM of MAFB. Maintain 3,000ft MSL when within 25 NM. When reaching 15 NM from the airport, intercept a 15-mile arc North/South of the airport depending on the active runway. Maintain 3,000ft MSL until established on an instrument approach to Runway 18L/36R. Squawk 7600 or 7700 as appropriate.

10.10. Unlawful Seizure of Aircraft: Procedures for implementing base reactions are outlined in the 23 WG Integrated Defense Plan, AFI 13-207, *Preventing and Resisting Aircraft Piracy*, JO 7610.4 and FAAO 7110.65. Procedures are included in Airfield Operations facility checklists.

10.11. F-16 Hydrazine/Emergency Power Unit (EPU) Activation: The Tower will activate the PCAS when EPU activation is suspected or confirmed by the aircrew. The aircraft will be directed to the Alpha Pad. Tower will direct all aircraft and vehicles (except emergency response) away from the area.

10.12. Explosive Detection K-9 Teams: If an aircrew requests an explosive detection K-9 team, Tower will direct the aircraft to park on the Hot Cargo Pad and activate the PCAS. AM will activate the SCN.

10.13. Emergency Locator Transmitter (ELT) Signals: Tower notifies 23 WG/CP and RAPCON of any ELT signals received. RAPCON will notify JAX ARTCC. PCAS activation is not required for ELTs. Operational testing of ELTs is authorized during the first 5 minutes of each hour for no more than 3 audio sweeps.

10.14. Emergency Security Control of Air Traffic (ESCAT) Procedures.

10.14.1. ESCAT procedures may be employed in the event of a Defense Emergency/Air Defense Emergency. JCS/Regional NORAD Commander will direct application of procedures outlined in FAAO 7610.4H, Chapter 6, through FAA channels to FAA ARTCCs, who will notify RAPCON and Tower.

10.14.2. RAPCON will log directions verbatim and immediately relay the information to 23 WG/CP, Tower, AM and the 23 AOF/CC. 23 AOF/CC will inform 23 FG/CC and 23 OSS/CC. RAPCON will re-route and/or restrict air traffic as directed. Tower will coordinate with 23 OSA/OSAM to turn off the TACAN when directed and notify 23 WG/CP when that action is completed.

JENNIFER M. SHORT, Colonel, USAF
Commander

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

14 CFR 91.155, *Basic VFR Minima*, 15 July 2015

23 WG BASH PLAN, 3 January 2013

23 WG CEMP 10-2, 24 April 2007

23 WG *Integrated Defense Plan*, 9 March 2012

23 WG Plan 91-212, *Bird-Aircraft Strike Hazard*, 1 October 2008

AFI 11-202v3, *General Flight Rules*, 28 November 2012

AFI 11-214, *Air Operations Rules and Procedures*, 23 March 2016

AFI 11-418, *Operations Supervision*, 14 October 2015

AFI 13-204v3, *Airfield Operations Procedures and Programs*, 1 September 2010

AFI 13-207, *Preventing and Resisting Aircraft Piracy*, 21 June 2010

AFI 13-212v1_ACCSUP1, MAFB Sup 1, *Weapons Ranges*, 13 July 2016

AFI 21-101, *Aircraft and Equipment Maintenance Management*, 21 May 2015

AFI-208(1), *Department of defense Notice to Airmen (NOTAM) System*, 3 June 2011

AFMAN 33-363, *Management of Records*, 25 May 2017

Airfield Operations Instruction 91-204, 19 January 2017

FAAO 7110.65, *Air Traffic Control*, 10 December 2015

FAAO 7610.4, *Special Operations*, 11 December 2015

FAR Part 77, *Obstructions to Navigation*, 21 July 2010

FAR Part 91.209, *Aircraft Lights*, 9 February 1996

IFR Supplemental

JO 7610.4, 11 December 2015

MAFBI 13-204, 23 March 2010

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

MAFBI Hot Refueling Site Survey

T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*

UFC 3-260-01, *Airfield and Heliport Planning and Design*, 17 November 2008

Prescribed Forms

No prescribed forms.

Adopted Forms

Air Force Form 847, *Recommendation for Change of Publication*

DD Form 175, *Military Flight Plan*

DD Form 1801, *International Military Flight Plan*

DD Form 2402, *Hold Harmless Agreement*

Abbreviations and Acronyms

23 AOF/CC—Airfield Operations Flight commander

23 FG/CC—23 Fighter Group Commander

23 FG/FGV—Fighter Group Standardization and Evaluation Office

23 OSS/CC—23 Operations Support Squadron Commander

23 OSS/OSO—23d Wing Scheduling Office

23 SFS—23 Security Forces Squadron

23 WG/CP—23 WG Command Post

ACC—Air Combat Command

AF—Air Force

AFAS—Airfield Automation System

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AFRIMS—Air Force Records Information Management System

AGL—Above ground Level

AIR EVAC—AEROMEDICAL EVACUATION

AIREVAC—Air Evacuation

AISR—Aeronautical Information System Replacement

AM—Airfield Management

AN/ALE—47– Hung Chaff/Flares

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

AR—Aerial Refueling

ARTCC—Air Route Traffic Control Center

ATC—Air Traffic Control

ATCALs—Air Traffic Control and Landing System

ATIS—Automatic Terminal Information Service

BASH—Bird Aircraft Strike Hazard

Bldg 622—Base Operations

CARP—Computer Air Release Point

CDS—Container Delivery System

CFA—Controlled Firing Area

CFA—Controlled Firing Area

CH 14—Frequency 269.40

CMA—Controlled Movement Area

CMAV—Controlled Movement Area Violation

COA—Certificate of Authorization

COR—Critical Outage Report

CRL—Container Ramp Load

CRS—Container Release System

CSE—Center Scheduling Enterprise

CWA—Center Weather Advisory

CWW—Cooperative Weather Watch

DASR—Digital Airport Surveillance Radar

DFM—Deputy Airfield Manager

DST—Daylight Savings Time

DV—Distinguished Visitors

DZC—Drop Zone Controller

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

ESCAT—Emergency Security Control of Air Traffic

ETA—Estimated Time of Arrival

ETVS—Enhanced Terminal Voice Switch

FAF—Final Approach Fix

FARP—Forward Area Refueling Point

FCF—Functional Check Flights

FDIO—Flight Data Input/Output System

FES/ECC—Fire Emergency Services/Emergency Control Center

FLIP—Flight Information Publication

FOD—Foreign Object Debris

FPCON—Force Protection Condition

ft—feet

GE—Ground Emergency

HARP—High Altitude Release Point

HIRLS—Sequenced Flashing Lights

IC—Incident Commander

IFE – In—Flight Emergency

IFR—Standard Instrument Flight Rules

ILS—Instrument Landing System

IR—Infrared

JAX—Jacksonville

JMD—Jumpmaster Directed

K—Duck—Kangaroo Duck

KVLD—Valdosta Regional Airport

LFE—Large Force Exercises

LOA—Letter of Agreement

LZ—Assault Landing Zone

LZSO—Landing Zone Safety Officer

MAFB—Moody Air Force Base

MALS—Medium Intensity Approach Light system

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

MARSA—Military Assumes Responsibility for Separation of Aircraft

MDS– Mission—Design Series

MOA—Military Operations Areas

MOCC—Maintenance Operations Control Center

MSL—Mean Sea Level

MX—Barrier Maintenance

NM—Nautical Miles
NMC—Not Mission Capable
NOTAM—Notice to Airman
NVD—Night Vision Device
NW—North West
OBO—Official Business Only
ODO—Operations Duty Officer
OPR—Office of Primary Responsibility
OSC – On—Scene Commander
PAPI—Precision Approach Path Indicator
PCAS—Primary Crash Alarm System
PEX—Patriot Excalibur
PI—Point of Impact
PIREPs—Pilot Reports
PMI—Preventative Maintenance Inspection
PPR—Prior Permission Requested
PMI—Preventative Maintenance Inspection
QAP—Quality Assurance Personnel
QHN—Ashburn
R—3008—Grand bay
RAPCON—Radar Approach Control Operations
RCO—Grand Bay Range Control Officer
RCR—Runway Condition Reporting
RDS—Records Disposition Schedule
RSC—Runway Surface Condition
RSO—Range Safety Officer
RSRS—Reduced Same Runway Separation
SAM—Special Air Mission
SAR—Search and Rescue
SATB—Standard Airdrop Training Bundles
SCN—Secondary Crash Net
SF—Security Forces

SFA—Single Frequency Approach
SFC—Surface
SFL—Approach Lighting System
SFO—Simulated Flameouts
SIGMET—Significant Meteorological Information
SM—Statue Miles
SOF—Supervisor of Flying
TA—Transient Alert
TDW—Tower Display Workstation
TDY—Temporary Duty
TRP—Tactical Recovery Procedure
UAO—Uncontrolled Airfield Operations
UAS—Aircraft/Unmanned Aerial System
UFC—Unified Facilities Criteria
VFR—General Visual Flight rules
WS—Tower Watch Supervisor
WSP—Weather Support Plan 105
ZJX—Jacksonville Center

Attachment 2

AIRFIELD HOURS EXTENSION/TEMPORARY QUIET HOURS REQUEST

Table A2.1. Airfield Hours Extension/Temporary Quiet Hours Request.

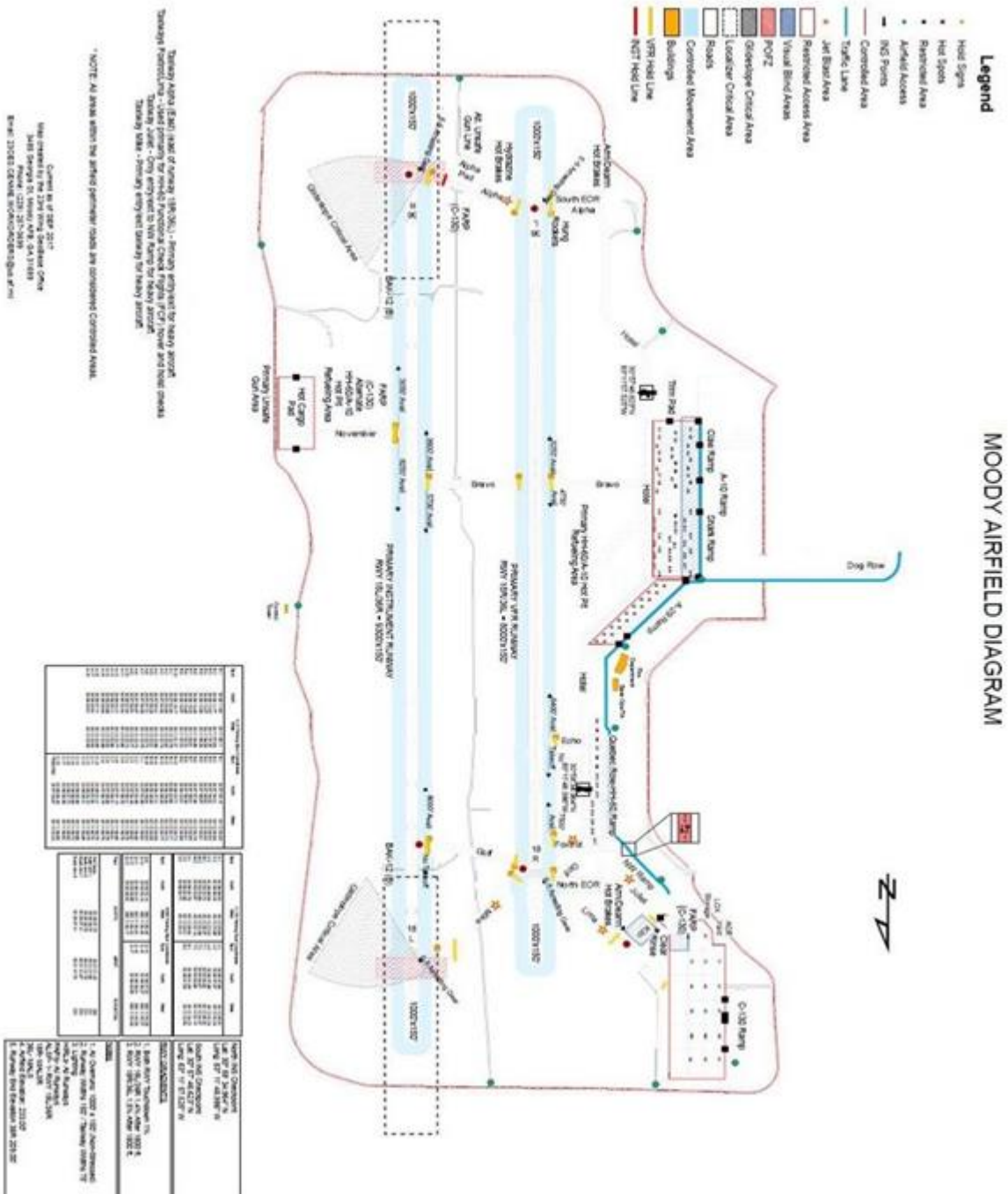
Unit				
Unit POC				
Unit POC E-mail				
POC Phone				
Type of Request (circle)				
Request Details: Describe nature of request				
For Airfield Hours Extension, please provide date/time, MDS, # of aircraft, unit, and event details. For Temporary Quiet Hours, please include the following: type and location of event, date of event, and requested times.				
Impact if request denied:				
	Date Received	Initials	APPROVED DISAPPROVED RECOMMENDED CHANGE:	
23 OSS/OSO				
23 OSS/OSA				
23 OSS/DO				
23 OSS/CC				
23 FG/CC				
Returned to Unit			Unit Approval of Changes: CONCUR NON-CONCUR	
			<table border="1"> <tr> <td>Unit In</td> <td></td> <td>Return to 23 OSS/OSO</td> <td></td> </tr> </table>	Unit In
Unit In		Return to 23 OSS/OSO		
Final Description of Extended Airfield Hours:				

	Date	Initials
23 OSS Forward to 23 OSS/OSA and AM Ops		
AM Ops place NOTAM and Notify IAW 11-250 & Requestor when NOTAM in place.		

Attachment 3

AIRFIELD DIAGRAM

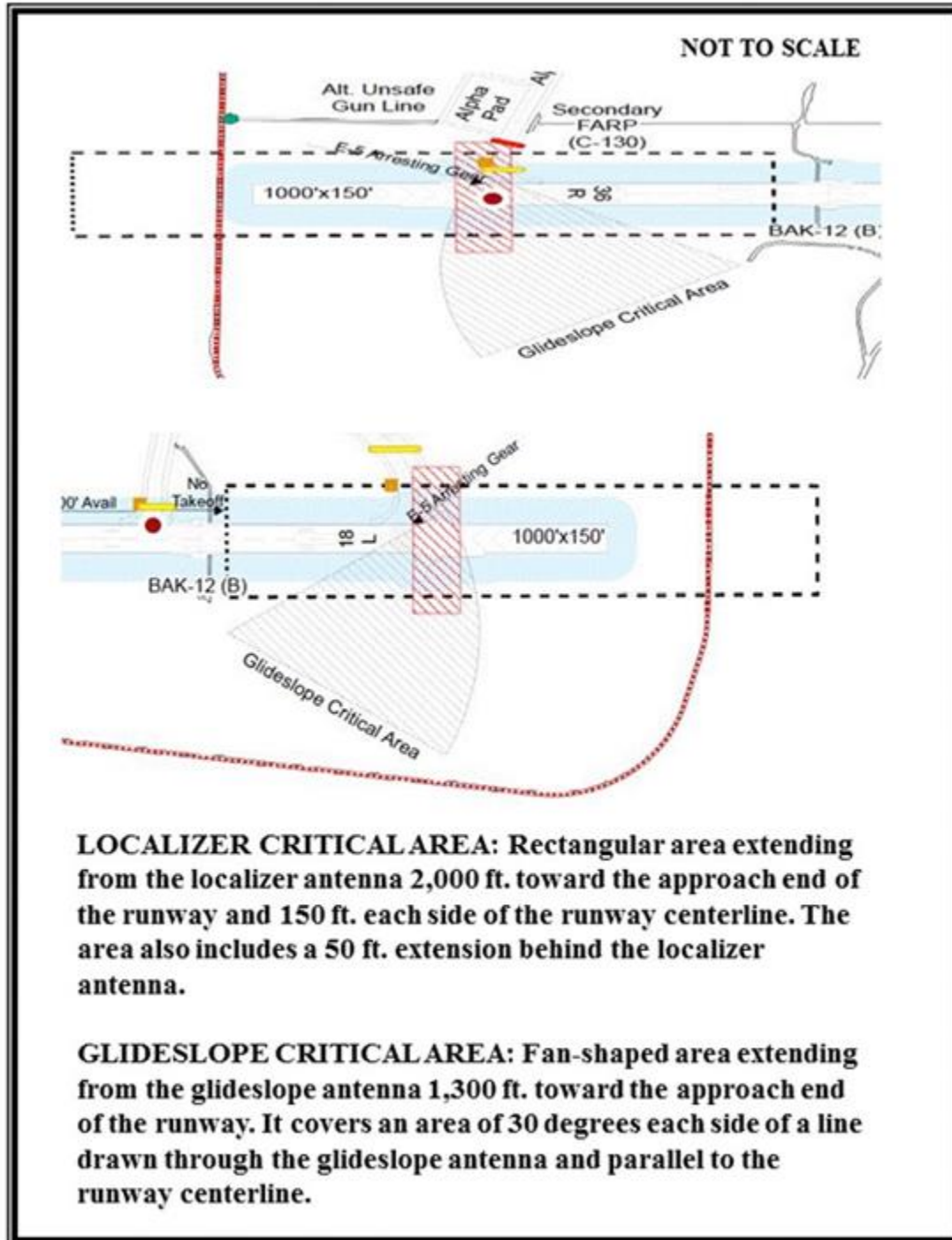
Figure A3.1. Airfield Diagram.



Attachment 4

PRECISION APPROACH CRITICAL AREAS

Figure A4.1. Precision Approach Critical Areas.



Attachment 5

LOCAL RADIO CHANNELIZATION

Table A5.1. 23 FG / 81 FS Channelization.

23 FG / 81 FS Channelization			
CH #	UHF FREQUENCY/USE	CH #	VHF FREQUENCY/USE
1	377.85 – 74 FS Ops 236.85 – 75 FS Ops 316.225 – 81 FS Ops	1	138.15 – 74 FS Ops 140.325 – 75 FS Ops
2	275.8 – Moody Ground	2	138.95 – Moody Ground
3	257.625 – Moody Tower	3	128.45 – Moody Tower
4	306.3 – Valdosta Departure	4	126.6 – Valdosta Departure
5	285.6 – Valdosta Approach	5	132.375 – Valdosta Approach
6	259.3 – Valdosta Approach	6	120.9 – Valdosta Tower
7	273.5 – ATIS	7	142.6 – ATIS
8	296.7 – Clearance Delivery	8	120.625 – Clearance Delivery
9	305.6 – 23 FG SOF	9	143.825 – 23 FG SOF
10	236.725 – 23 FG Common	10	122.2 – FSS
11	322.375 – Emergency SFA	11	
12	278.8 – Thud Discrete	12	120.9 – KNIP Tower
13	236.075 – Grand Bay RCO	13	139.0 – Grand Bay RCO
14	269.4 – Tiger Area Monitor	14	125.475 – Tiger Area Monitor
15	371.2 – Corsair Discrete	15	119.05 – KLSF Tower
16	349.0 – Warhawk Discrete	16	118.3 – KJAX Tower
17	310.825 – MOA 2 Discrete	17	133.225 – KWRB Tower
18	239.0 – Hog South (Will also be used when working airspace combined with MOA 2 S)	18	118.7 – KTLH Tower
19	327.4 – Hog North (Will also be used when working airspace combined with MOA 2 N)	19	119.1 – KSAV Tower
NOTE: When working MARSA in MOA 2 with 347 RQG Aircraft, Channel 18 or 19 will be assigned depending on area used.			

Table A5.2. 347 RQG Channelization.

347 RQG CHANNELIZATION			
CH #	UHF FREQUENCY/USE	CH #	VHF FREQUENCY/USE
1	225.45 – 71 RQS Ops 226.85 – 41 RQS Ops	1	139.725 – 71 RQS Ops 141.875 – 41 RQS Ops
2	275.8 – Moody Ground	2	138.95 – Moody Ground
3	257.625 – Moody Tower	3	128.45 – Moody Tower
4	306.3 – Valdosta Departure	4	126.6 – Valdosta Departure
5	285.6 – Valdosta Approach	5	132.375 – Valdosta Approach
6	259.3 – Valdosta Approach	6	120.9 – Valdosta Tower
7	273.5 - ATIS	7	142.6 - ATIS
8	296.7 – Clearance Delivery	8	120.625 – Clearance Delivery
9	305.6 – 23 FG SOF	9	143.825 – 23 FG SOF
10	263.45 – Moody Metro	10	148.75 – Bird Bath
11	322.375 – Emergency SFA	11	
12	228.225 – Command Post	12	138.275 – Command Post
13	236.075 – Grand Bay RCO	13	139.0 – Grand Bay RCO
14	269.4 – Tiger Area Monitor	14	125.475 – Tiger Area Monitor
15		15	Sq Comm
16	380.425 - Discrete	16	Sq Comm
17	310.825 – MOA 2 Discrete	17	Sq Comm
18	239.0 – Hog South (Will also be used when working airspace combined with MOA 2 S)	18	Sq Comm
19	327.4 – Hog North (Will also be used when working airspace combined with MOA 2 N)	19	
20	255.4 – Macon FSS	20	122.2 – Macon FSS
NOTE: When working MARSA in MOA 2 with 347 RQG Aircraft, Channel 18 or 19 will be assigned depending on area used.			

Attachment 6

GRAND BAY SHELF WORKING AREAS/MOA 2/MOA 3/R-3008/LIVE OAK

Figure A6.1. Grand Bay Shelf Working Areas/MOA 2/MOA 3/R-3008/Live Oak.

