

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

**ROBINS AIR FORCE BASE
INSTRUCTION 13-204**



4 SEPTEMBER 2024

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

AIRFIELD OPERATIONS

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This instruction implements AFD 11-2, *Aircrew Operations*, AFD 13-2, *Air Traffic, Airfield, Airspace, and Range Management*, and AFMAN 13-204V1, *Management of Airfield Operations*. This instruction establishes policies and procedures essential for the safe and orderly conduct of airfield and flying operations at Robins Air Force Base (RAFB). The provisions of this instruction are directive upon units assigned and attached to RAFB and those off base organizations serviced by the Airfield Operations Flight (78 OSS/OSA). Pilots may deviate from these procedures contained herein only in the interest of flight safety or when directed by Air Traffic Control (ATC). This publication may not be supplemented at any level. Requests for waivers must come through the chain of command from the commander of the office seeking relief from compliance. Waiver requests must be submitted to the OPR of this publication for coordination prior to certification and approval; waiver authority has not been delegated. The waiver approval authority for all compliance items within this publication are at Wing Level (Tier T-3). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, Recommendation for Change of Publication; route AF Forms 847 from the field through the appropriate function's chain of command. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) at <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Key changes listed: **1. Deleted** mention of JSTARS aircraft with exception of ramp name; **2. Changed para 6.16.** Aero Club Operations to **Weather Dissemination and Coordination Procedures**; **3. Add para 6.25.** Contractors working on airfield; **4. Add para 6.26.** Non-standard airfield systems or configurations; **5. Add para 6.27.** Exercises; **6. Add 6.28.** Airfield Operations Personnel On-Call and Standby-By Procedures; **7. Change** outdated publications and acronyms; **8. Change para 2.9.2.** Updated Depot Maintenance Apron Spots; **9. Add para 2.12.4.1.** Airfield PMI times on Tuesday and Thursdays, closing runway from 0600L-0900L; **10. Chang para 2.12.4.** Robins TACAN (Identifier: WRB, Channel 10, 114.2 MHz) is located at 330/.6 Nautical Miles (NM) from Robins AFB airport reference point; **11. Change para 2.18.1,** adjusted constant airfield sweeper times to 0730L – 1445L; **12. Change para 2.22** allowing Deputy Airfield Manager and/or Airfield Operations Flight Commander to close open runway for daily operations; **13. Add para 2.22.1.** The 78 OSS/CC has been delegated the authority to place the airfield in Official Business Only (OBO); **14. Add para 2.22.2.** The 78 ABW/CC is the authority to close the airfield/aerodrome IAW DAFMAN 13-204v1; **15. Change 2.26.1** The 78 ABW/CD is the approval authority for all quiet hour requests; **16. Add para 2.28.** Airfield restricted areas and Protection Levels (PL) identified; **17. Change para 4.11.4.3** identified alternate Airfield Management Operations Locations and support to be provided by 116 Operations Support Squadron; **18. Change para 6.1.1.20** removed 461st Air Control Wing as Co-Chair for Airfield Operations Board; **19. Add Attachment 2.2** Robins AFB Controlled Movement Area.

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Chapter 1

INTRODUCTION

1.1. Purpose. This instruction provides guidance regarding airfield and terminal environment activities which directly affect flying operations. It is the primary source document for describing local Air Traffic Control (ATC), Airfield Management (AM), and flying operations applicable to base assigned aircrews. See [Attachment 1](#) for a glossary of references and supporting information.

1.2. Scope. This instruction applies to all host, attached, mission partner, transient flying units, and other tasked units at Robins AFB. Unit commanders shall ensure TDY or transient aircrews under their jurisdiction are familiar and comply with the provisions of this document.

1.3. Responsibilities. Commanders and supervisors at all levels are responsible for implementation of this instruction as it pertains to operations within their jurisdiction.

1.4. Review. The Airfield Operations Flight Commander (AOF/CC) will review this instruction annually IAW AFMAN 13-204V1.

Chapter 2

AIRFIELD FACILITIES

2.1. General. Robins AFB airport reference point is 32°38'.41"N / 83°35'.52"W.

2.1.1. The airfield is divided into two separate areas: the Industrial Area and the Airfield, which are separated by two 6-inch yellow lines, one solid and one dashed, separated by a 6 inch gap and maintained IAW Unified Facilities Criteria (UFC) 3- 260-01. All areas of the airfield (Airfield/Industrial Area) are subject to airfield requirements with regard to smoking, airfield driving, construction projects, etc.

2.1.1.1. The Industrial Area is defined as the non-powered movement area (tow operations only) and is located on the solid side of the airfield marking. All aircraft movement in this area is restricted to non- powered tow operations only. The areas outside of the tow lanes will be considered as an extension of the hangar for maintenance operations.

2.1.1.2. The airfield is defined as the powered movement area and is the area on the dashed side of the airfield markings. The airfield includes all runways, taxiways, taxi lanes and associated airfield facilities.

2.1.2. Airfield Management Operations (AMOPS) is located in building 2336 and operates 24 hours daily. (See [Attachment 2](#))

2.2. Runways, Taxiways, and Taxilanes. (See [Attachment 2](#))

2.2.1. Runway 15/33. The runway is 12,001 feet long by 300 feet wide and marked as 150 feet wide with 75-foot shoulders. The first 1,000 feet of runway 15 and 2,500 feet of runway 33 is concrete. The center 75 feet is concrete and the remainder is asphalt.

2.2.1.1. Overruns are 1,000 feet by 300 feet at both ends of the runway.

2.2.1.2. Elevation is 294 feet above Mean Sea Level (MSL). Runway 15 threshold elevation is 293 feet MSL and increases at 0.13 percent to the 1,100-foot point, levels out at 294 feet MSL to the 1,400 foot point, and then slopes downward varying between 0.05 and 0.50 percent to a south threshold elevation of 274 feet MSL.

2.2.2. Taxiways/Taxilanes.

2.2.2.1. Taxiways A, B, C, D, E, F, F1, G, H, J, J1, J2, K, and L are 75 feet wide with required shoulders.

2.2.2.2. Taxilanes C1, C2, and H1 are 50 feet wide, do not have shoulders, and are restricted to C-130 or smaller aircraft IAW UFC 3-260-01.

2.3. Runway Selection Procedures.

2.3.1. The Robins Tower Watch Supervisor (WS) is responsible for selecting the active runway. Runway 33 is the primary instrument runway and will normally be used when the surface wind velocity is less than 5 knots. Aircraft requiring an opposite direction departure should make their request to Robins Ground prior to taxiing out of parking.

2.3.2. Robins Tower will coordinate with Atlanta Terminal Radar Approach Control (TRACON) and Macon Tower prior to changing the runway in use. Additionally, Robins Tower will advise AMOPS and the Weather Flight of the runway in use.

2.4. Controlled Movement Area (CMA). The CMA is defined as the runway, overruns, Instrument Critical Areas, Precision Obstacle-Free Zone (POFZ), and those portions of the airfield extending out 100 feet from the runway pavement edge. Approval from Robins Tower is required prior to entry into the CMA and two-way radio contact must be maintained at all times within the CMA.

2.4.1. All other taxiways and parking aprons are uncontrolled movement areas (not controlled by ATC).

2.4.2. Runway Incursions. When an unauthorized entry into the CMA occurs, Robins Tower shall attempt to make contact with the violator and notify AMOPS to respond.

2.4.2.1. Information identifying the perpetrator and duty section/employer will be obtained for inclusion onto an AF IMT 457, *USAF Hazard Report* or AF IMT 651, *Hazardous Air Traffic Report*.

2.4.2.2. Procedures for disposition of personnel involved in a runway incursion are defined in DAFI 13-213, Robins AFB Supplement, *Airfield Driving*.

2.5. Airfield Lighting Systems.

2.5.1. Robins Tower shall keep the runway, taxiway, taxilane, and approach lighting in the "OFF" position from sunset to sunrise, except when needed for ATC operations or requested by the Airfield Manager (AFM), AMOPS, or airfield maintenance personnel.

2.5.2. If Robins Tower is evacuated or closed, 78 CES, Exterior Electric, will assume responsibility for the operation of the airfield lighting system from the lighting vault. If Robins Tower is unable to operate the airfield lighting, Robins Tower will coordinate with the airfield electrician for activation of the required airfield lights.

2.5.3. Airfield Lighting for Runway 15/33:

2.5.3.1. Approach Light System with Sequenced Flashing Lights (ALSF -1).

2.5.3.2. High Intensity Runway Lights (HIRL).

2.5.3.3. Precision Approach Path Indicator (PAPI).

2.5.4. All taxiways and taxilanes have lighting available.

2.6. Closed Portions of the Airfield. None.

2.7. Tower Visual Blind Spots. Eastern portion of Alert Parking Area (APA), F-15 Functional Test Area (Building 131) and former Aero Club parking apron.

2.8. Aircraft Arresting Systems. Robins AFB aircraft arresting systems are designed for tail hook equipped aircraft only.

2.8.1. Bi-directional BAK-12/14 arresting systems are installed 1,651 feet from the approach end of Runway 33 and 1,926 feet from the approach end of Runway 15. The arresting system at the south end of the field near Taxiway A will be referred to as “South BAK-12.” The arresting system at the north end of the field between Taxiway C and Taxiway D will be referred to as “North BAK-12.” The BAK 12/14 are controlled by Robins Tower and will remain in the down position except when required for maintenance or aircraft operations. The departure end BAK-12/14 will be raised anytime a tail hook equipped aircraft departs, lands, or when requested. If an approach end engagement is required, the pilot or designated authority will specifically request that the approach end cable be raised.

2.8.2. AMOPS is the focal point for all arresting system activity and will coordinate with the appropriate agencies to request maintenance assistance.

2.8.3. During normal duty hours, Barrier Maintenance (CE Power Production Flight) has primary responsibility for arresting system maintenance and inspections, and will immediately notify AMOPS of any known changes in the barrier status.

2.8.4. During non-duty hours Fire Emergency Service is delegated inspection duties (IAW T.O. 35E8-2-5-1). Barrier Maintenance shall respond after duty hours reference any maintenance requests by AMOPS.

2.8.5. Arresting systems will be inspected daily (0700L-0900L), after all barrier engagements, after minor repairs, when it is suspected an aircraft has landed on the cable, and at other times when Barrier Maintenance deems necessary. Inspection results will be reported to AMOPS.

2.8.6. AMOPS will temporarily suspend or close runway operations, as required, during arresting systems maintenance (e.g. barrier engagements and repairs) and will conduct a Foreign Object Damage (FOD) check of the runway prior to resuming runway operations.

2.8.7. All coordination concerning the operational status of the barriers will include the terms "in-service" or "out-of-service" exclusively.

2.9. Parking Plan/Restrictions.

2.9.1. Transient Aircraft Parking. All transient aircraft arriving at Robins AFB require “follow-me” service and will be parked in the Transient Parking Areas unless prior coordination and approval has been obtained from AMOPS, Transient Alert (TA), and the operational owner of the area where the aircraft will be parked.

2.9.1.1. Robins Tower will hold all transient aircraft at the apron entrance until met by TA.

2.9.2. Depot Maintenance Apron spots F1–F4 and D1-D5 are configured for C-130 aircraft, spot F5 is configured for C-130/C-17 aircraft, spot F6 is configured for C-17 aircraft, and F7–F9 are configured for C-5 aircraft. Spots N1–N5, N15–N26, N30 and N32 are configured for C-130 aircraft, N6–N11 are configured for C-5 aircraft, and N27–N29 are configured for C-17 aircraft. Parking spots may be utilized for aircraft smaller than designated at the discretion of the user (402 AMXG).

2.9.3. JSTARS Apron spots 22–37 are configured for B707 aircraft. Parking on the JSTARS Apron must be coordinated with the 116th Air Control Wing (ACW) Airfield Management in addition to 78 OSS AM and TA before a transient aircraft is authorized to park on those aprons. (See [Attachment 2](#)).

2.9.4. The West Apron has 6 spots configured for B707 aircraft. Larger aircraft must be pre-coordinated for parking with the AFM, and TA sections.

2.9.5. The East Apron aircraft must be pre-coordinated with the AFM and TA.

2.9.6. With coordination, the APA can be used for an aircraft up to C-5.

2.10. Air Traffic Control Facilities. Robins Tower is located midfield at the intersection of Taxiway B and Taxiway H. Operating hours are 24 hours daily or as published per NOTAM.

2.10.1. The Robins AFB Class D airspace is defined as the area of airspace extending upward from the surface up to and including 2,900 feet MSL, within a 5.5 NM radius, excluding the portion north of a line connecting the two points of intersection within a 4.1 NM radius circle centered on the Middle Georgia Regional (MCN) Airport. (See [Figure A3.1](#).)

2.10.2. MCN airport is located 4.1 NM northwest of the Robins AFB Airport reference point and operates 0800L-2000L daily. The MCN Class D airspace is defined as the area of airspace extending from the surface up to and including 2,900 feet MSL, within a 4.1 NM radius of MCN airport, excluding the portion south of a line connecting the two points of intersection within a 5.5 NM circle centered on the Robins AFB Airport. (See [Figure A3.1](#).) **Note:** During the period from 2000L-0800L daily, while the tower is closed, the airspace becomes Class E (uncontrolled).

2.10.3. Atlanta TRACON provides radar service to Robins AFB and operates 0600L-2300L daily. Atlanta Air Route Traffic Control Center (ARTCC) assumes approach control responsibility when the TRACON is closed or unable to provide IFR service. When ARTCC has control, aircraft can expect extended vectors and delays due to RADAR limitations. The Airfield Operations Flight (AOF) Staff (78 OSS/OSA) is the installation liaison to Atlanta TRACON and ARTCC.

2.11. Local Frequencies.

2.11.1. Robins AFB radio frequencies may also be found in both the Airport Facilities Directory (AFD) and Flight Information Publication (FLIP).

Table 2.1. Local Frequencies.

| | UHF | VHF |
|----------------------------------|------------|------------|
| Emergency | 243.0 | 121.5 |
| Robins Tower | 257.975 | 133.225 |
| Robins Ground | 275.8 | 121.85 |
| Single Frequency Approach | 306.95 | |
| Robins ATIS | 273.475 | 119.475 |
| Pilot to Metro | 349.85 | |
| Pilot to Dispatch | 372.2 | 134.1 |
| Robins Command Post | 311.0 | |
| Peachtree Ops | 293.525 | |
| WR-ALC MOC | 225.925 | |

2.11.2. Maintenance personnel with an available Maintenance Operations Center (MOC) shall conduct operational/functional radio checks with their MOC. Do not contact Robins Tower to functionally test radios without operational need as extraneous radio calls present a hazard to airfield and flying safety.

2.11.3. Airfield Operations Ramp Net. The airfield operations Ramp Net is a group of multi-channel radio units used by various organizations for control of aerodrome ground operations. The primary net control station is located in AMOPS. Net control stations have authority to clear communications traffic and exercise circuit discipline on the network.

2.11.3.1. AM is responsible for operation and control of the Ramp Net. Personnel operating on the Ramp Net are responsible for complying with this instruction. Any questions pertaining to the Ramp Net should be directed to the AFM.

2.11.3.2. Land Mobile Radios (LMRs) can be checked out at AMOPS. AMOPS will complete a DAF 1297, *Temporary Issue Receipt*, and brief users on the procedures for proper radio phraseology when communicating with Robins Tower. All radios must be turned in at the end of each day. All base-assigned personnel operating on the airfield will be trained on proper radio usage as part of the Airfield Driving Program.

2.11.3.3. Transmissions concerning emergencies have priority over all other transmissions. Use the phrase "BREAK BREAK FOR EMERGENCY CONTROL" then follow with message.

2.11.3.4. AMOPS will check the radios daily and report malfunctions to the radio equipment manager.

2.11.3.5. All airfield driving guidance to include loss of communication between drivers and towers is referenced in the Airfield Driving Instruction 13-213 Robins Supplement.

2.12. Radar, Airfield & Weather Systems (RAWS).

2.12.1. As the primary RAWS monitoring facility, Robins Tower will report interruptions, malfunctions, and scheduled outages of all navigational aids and communications equipment to the RAWS flight and AM.

2.12.2. Robins TACAN (Identifier: WRB, Channel 10, 114.2 MHz) is located at 330/.6 Nautical Miles (NM) from Robins AFB airport reference point.

2.12.3. Instrument Landing System (ILS):

2.12.3.1. Runway 15: Localizer: Identifier: I-RJM, Frequency: 111.7 MHz. The glide slope angle is 2.70 degrees and the runway touchdown point is 1,117 feet from the runway threshold.

2.12.3.2. Runway 33: Localizer: Identifier: I-WRB, Frequency: 110.1 MHz. The glide slope angle is 2.52 degrees and runway touchdown point is 1,216 feet from the runway threshold.

2.12.4. Preventative Maintenance Inspection (PMI) Schedule. Runway 15/33 ILS and WRB TACAN are monitored and maintained by the Remote Maintenance Center (RMC). All other maintenance is accomplished IAW the current RAWS Restoral and Maintenance Operations Letter. Civil Engineer Squadron will provide 78 OSS with schedule of PMI's.

2.12.4.1. The airfield PMI schedule is Tuesdays and Thursdays, 0600L-0900L. During this time the runway will be NOTAM'd close. All agencies with PMI's on the airfield will inform Airfield Management Operations. **Note:** If needed the runway will be opened for HHQ missions.

2.13. Transient Alert (TA). TA hours of operation are as published in the current IFR Supplement. TA services are normally provided only in the transient aircraft parking areas, unless pre-coordinated through AM.

2.14. Automatic Terminal Information Service (ATIS) Procedures. The ATIS provides basic airport information and is broadcasted 24 hours daily during both normal operating hours and closures at Robins AFB. For departing aircraft, pilots and aircrew will check the ATIS for current aerodrome information prior to requesting taxi with ATC. Arriving aircraft will check ATIS for current aerodrome information prior to initial contact with ATC.

2.15. Aircraft Special Operations Areas/Aprons.

2.15.1. TACAN checkpoints are marked on the airfield as described below: (See [Attachment 2](#))

2.15.1.1. Taxiway A: MAG Bearing 156, .81 DME

2.15.1.2. Taxiway D West: MAG Bearing 313, 1.0 DME

2.15.1.3. Taxiway D East: MAG Bearing 324, 1.0 DME

2.15.1.4. Taxiway F: MAG Bearing 142, 1.0 DME

2.15.2. Compass Rose. Taxiway D East is a suitable location for compass swings; no marking exists. All units requiring use of this area will coordinate with AMOPS who will ensure the taxiway is available. AMOPS reserves the right to recall this area based on unforeseen priority movements/missions.

2.15.3. Arm/De-Arm Areas. Taxiway D East and spots 2 through 8 on the APA are designated for loading/unloading munitions after coordination with AM. (See [Attachment 2](#))

2.15.4. Engine Run-up Areas. All aircraft requesting engine runs outside of designated parking locations require AM coordination. Designated run up locations are IAW ROBNSAFBI 21-116.

2.15.5. Engine Running On/Off (ERO) Loading Areas. All WR-ALC (Depot) aircraft ERO operations will be conducted on the functional row taxilane, and transient aircraft ERO operations will be conducted on the Taxiway A Hammerhead. Robins Tower will advise AMOPS prior to approving any ERO operations. If airfield conditions dictate an alternate ERO location, Robins Tower will coordinate with AMOPS prior to authorizing such action.

2.15.6. Global Hawk (RQ-4) Designated Engine Start Areas. Taxiway L in front of building 2071 is the primary engine start area for the RQ-4. Taxiway D East, Taxiway D West, Taxiway A, and Taxiway F may be used as alternates.

2.16. Aircraft Towing Procedures. Prior to towing aircraft on active taxiways/taxilanes, contact Robins Tower and maintain two-way radio communication during the towing operation. If two-way radio communication cannot be maintained between Robins Tower and the towing vehicle, an escort vehicle with two-way communication capability is required to tow aircraft through the active taxiways. Tows that do not enter active taxiways/taxilanes need not contact Robins Tower prior to or during tow.

2.17. Aircraft Taxiing Requirements. Aircrews shall contact Robins Ground for permission prior to starting engines or taxiing an aircraft. Aircraft that do not have APUs are authorized to start engines prior to contacting Robins Ground but must notify them upon Engine Start.

2.17.1. C-17/C-5 High Speed Taxi Operations.

2.17.1.1. Aircrews shall:

2.17.1.1.1. File flight plan (with AMOPS) 2 hours prior to taxi and include “high-speed taxi” in the remarks. If the taxi time slips, update AMOPS as soon as possible.

2.17.1.1.2. Before engine start, inform Robins Ground of high-speed taxi operation and include approximate time needed on the runway.

2.17.1.2. AMOPS shall:

2.17.1.2.1. Pass the high-speed taxi message to tower.

2.17.1.2.2. Suspend runway operations and perform a runway FOD/safety inspection after the high-speed taxi is complete. Resume runway operations when FOD check is complete.

2.18. Airfield Maintenance.

2.18.1. Sweeper Operations. Airfield sweepers are in constant operation at Robins between the hours of 0730L to 1445L. The sweeper shall maintain radio contact on the Ramp Net with Robins Ground at all times. The airfield sweeper schedule is contained in a Letter of Agreement (LOA) between 78 OSS/OSA (Airfield Management) and 78 CES/CEOHP (Horizontal Shop) and is reviewed annually.

2.18.1.1. During non-duty hours (1445L to 0730L) sweeper crews are on recall by CE Customer Service in the event of emergencies. Units requiring sweeper operations after duty hours shall contact AMOPS (DSN: 468-2114).

2.18.2. Grass Mowing. Grass maintenance on the airfield will be performed IAW the Performance Work Statement (PWS) of the current contract.

2.19. Runway Surface Condition (RSC). AM is responsible for determining the RSC and reporting the information to the applicable agencies.

2.20. Runway Condition Reading (RCR). Since the region in which Robins AFB is located has little or no record of snow accumulation, AMOPS is not required to maintain a decelerometer or report RCRs IAW AFMAN 13-204V2.

2.21. Airfield Inspections.

2.21.1. To the maximum extent possible, AMOPS will conduct airfield inspections daily as soon as there is sufficient sunlight available and before flying operations begin.

2.21.2. CE airfield lighting personnel will inspect all airfield lighting daily. Discrepancies noted during the inspection that cannot be corrected on the spot will be reported to AMOPS.

2.21.2.1. AMOPS personnel shall conduct nightly airfield lighting system inspections IAW AFMAN 13-204V2.

2.21.3. Quarterly Joint Airfield Inspection. A joint airfield inspection will be conducted quarterly IAW AFMAN 13-204V2. The purpose of this joint inspection is to validate previous discrepancies and identify new discrepancies. Emphasis should be placed on evaluating the airfield for obstructions, hazards to airfield criteria, new construction, security, safety, and items requiring waivers. The joint inspection team shall include representatives from: AM, Robins Tower, 78 Wing Safety, SOF, Horizontal Shop Superintendent, Pavement Engineer, Community Planner, Security Forces, and 116 ACW AM.

2.21.4. Annual Airfield Certification/Safety Inspection. Representatives from AM, Robins Tower, 78 Wing Safety, SOF, Horizontal Shop Superintendent, Pavement Engineer, Community Planner, Security Forces, and 116 ACW AM will conduct an annual airfield inspection in conjunction with the airfield/airspace waiver review IAW AFMAN 13-204V2. Inspection results will be documented, briefed at the next Airfield Operations Board (AOB) and staffed IAW AFMAN 13-204V1.

2.22. Opening and Closing the Runway. The Airfield Manager, Deputy Airfield Manager or Airfield Operations Flight Commander have the authority to close or open the runway for daily operations.

2.22.1. The 78 OSS/CC has been delegated the authority to place the airfield in Official Business Only (OBO).

2.22.2. The 78 ABW/CC is the authority to close the airfield/aerodrome IAW DAFMAN 13-204v1.

2.23. Suspending and Resuming Runway Operations. The Robins Tower Watch Supervisor, AFM, or DAFM may suspend runway operations when a hazard exists on or near the runway or in the immediate approach area. Runway operations will be suspended by the Watch Supervisor after an emergency aircraft lands.

2.23.1. Runway operations shall remain suspended until AM completes a runway check and determines the runway environment is safe to resume operations. Only AM can resume runway operations.

2.23.2. Crash/rescue and other emergency responding vehicles will request permission from Robins Ground prior to entering the CMA.

2.24. Aircraft Engine Test/Run-up Procedures.

2.24.1. All engine runs, other than preflight, are to be completed by 2200L. Maintenance crews will request the time, location, and duration of the engine run through the MOC prior to starting engines. Upon request, MOC will advise and coordinate the engine run through AMOPS. AMOPS will then notify Robins Tower.

2.24.2. During the noise abatement period (2200L-0600L), engine runs above idle speed are prohibited unless approved by the appropriate authority. For all mission partner units, the unit's Wing or Group Commander or Deputy is the approval authority. If the mission partner's Wing or Group Commander or Deputy is unavailable, the 78 ABW/CC or CD is the approval authority. For transient aircraft, the 78 OSS/CC is the approval authority.

2.24.2.1. Hold after hours engine runs of this nature to an absolute minimum. Once the requesting MOC has received approval from the appropriate authority, they must advise AMOPS of the time, reason, duration and location of the engine run prior to running engines and give the name of the approving authority. AMOPS will notify Robins Tower.

2.24.2.2. During noise abatement hours, engine runs conducted at idle do not require Wing or Group Commander or Deputy approval. However, coordination with AMOPS is still required.

2.24.3. Engine Run Communications. Engine run crews must comply with the communications and operating provisions contained in AFMAN 11-218, *Aircraft Operations and Movement on the Ground*. All maintenance crews will contact Robins Ground prior to starting engines, monitor Robins Ground frequency for the duration of the engine run, and advise Robins Ground when the run has been terminated.

2.24.4. If the Robins Tower WS determines the noise level is affecting flight safety, crews will be advised to terminate the engine run.

2.25. Noise Abatement Procedures. Noise abatement is in effect at Robins AFB daily from 2200L-0600L.

2.25.1. Multiple approaches are not permitted during this period, except for locally assigned aircraft.

2.25.2. All departing or arriving aircraft shall avoid over-flying base housing areas at all times.

2.25.3. Public Affairs (78 ABW/PA) keeps the base and community populations advised of flight operations conducted at Robins AFB and explains measures taken to minimize noise and other disturbances associated with aircraft operations.

2.25.3.1. When an F-15 files a Macon Echo profile the pilot will specify supersonic or non-supersonic. Robins AMOPS will inform 78 ABW/PA when an F-15 is performing a supersonic check and the approximate time for the sonic boom. This time will be estimated as take-off time plus 30 minutes.

2.25.3.2. 78 ABW/PA tracks incidents of noise complaints and will attempt to determine the unit involved. 78 OSS/OSA will provide inputs regarding noise complaints to the 78 ABW/PA for resolution.

2.26. Quiet Hours.

2.26.1. The 78 ABW/CD is the approval authority for all quiet hours at Robins AFB, unless designated to representative. The requesting organization shall submit an electronic staff summary sheet (eSSS) at least 14 days in advanced to 78 OSS/OSA for coordination via the following email address: 78oss.osa.workflow@us.af.mil.

2.26.1.1. The eSSS must include the reason for the quiet hour restriction (to include name and rank of the individual(s) for whom the ceremony/event is being performed), exact date and time (local) window for quiet hours, location of the ceremony/event, type of quiet hour restriction requested as defined below and a POC for any questions regarding the ceremony.

2.26.1.2. The following organizations must be included in the eSSS for comments and/or concurrence: 116 OG, 461 OG, 18 ACCS, 402 AMXG/CD, 339 FLTS/413 FTG, 78 OSS/CC, 78 ABW/DS, 78 ABW/CD. Short notice requests will be followed up via telephone. Exceptions to approved quiet hours will be approved at the discretion of the 78 ABW/CC or designated representative as they occur.

2.26.1.3. Once the 78 ABW/CD or designated representative approves quiet hours, 78 OSS/OSA will notify the above organizations and AMOPS will submit a Notice to Airmen (NOTAM) stipulating the quiet hour period. If quiet hours are no longer needed prior to the expiration of the time window, the requesting agency will notify AMOPS at 468-2114/2115. AMOPS will notify the AOF/CC and Robins Tower that quiet hours have been terminated.

2.26.2. Types of quiet hours are as follows:

2.26.2.1. Pre-Approved Quiet Hours. Quiet hours are pre-approved for WR-ALC/CC, 78 ABW/CC, 116 ACW/CC, and 461 ACW/CC changes of command (when located on Robins AFB), Tattoo Ceremony (Drill and Ceremonies), and Camellia Gardens Memorial Service. During these periods, total quiet hours are in effect. Although pre-approved, ceremony POCs must coordinate with 78 OSS/OSA IAW [paragraph 2.26.1](#).

2.26.2.2. Total Quiet Hours. Departures, arrivals, engine runs, and auxiliary power units (APUs) are not authorized.

2.26.2.3. Northern Quiet Hours. Departures and arrivals are not authorized. Engine runs and APUs are not authorized north of Taxiway Bravo, but are authorized south of Taxiway Bravo.

2.26.2.4. Southern Quiet Hours. Departures and arrivals are not authorized. Engine runs and APUs are not authorized south of Taxiway Bravo, but are authorized north of Taxiway Bravo.

2.26.2.5. Limited Quiet Hours. Aircraft movements are restricted to departures and one straight-in full-stop approach only. Overhead patterns are prohibited. Engine runs and APUs will be limited to the maximum extent possible.

2.26.3. Since quiet hours impact airfield operations, the time window for quiet hours should be minimized to the maximum extent possible (ideally, not to exceed 30 minutes).

2.26.4. Priority aircraft as defined in FAA JO 7110.65 (e.g., AIREVAC, MEDEVAC, HHQ, etc.) and military aircraft carrying distinguished visitors Code 6 or higher are exempt from quiet hour restrictions.

2.27. Procedures for Protecting Precision Approach Critical Areas. (See [Attachment 5](#))

2.27.1. Precision approach critical areas are protected by means of establishing a CMA or physically separating the critical area for vehicular travel routes to prevent vehicles of all types from interfering with the radiation pattern emitted by the antennae. Even the smallest interference can cause a significant deviation in the radiation pattern and affect the course of flight for landing aircraft.

2.27.2. Precision approach critical areas are part of the CMA and are designated by instrument hold lines located on Taxiways J, D East, the south end of E, F, and F1. All vehicles shall hold short of the instrument hold lines and request permission from Robins Ground prior to entering the precision approach critical area.

2.28. Restricted/Classified Areas on the Airfield. Restricted areas include the JSTARS Apron (PL-3), the APA (when aircraft presence determines the need), and the Alert Parking Spot located on the TA Apron (only when in use). Temporary Restricted Areas may be established based on situations on the airfield at any time, with coordination with 78 SFS. Robins AFB has no designated Classified Areas on the airfield. **Note:** The only dedicated PL-3 area is JSTARS Apron. All other areas are PL-4 unless aircraft presence determines upgrade.

2.29. Auxiliary Power for RAWS Facilities. Robins Tower and all AFMC-owned-and-operated navigational aids will remain on commercial power when severe weather is anticipated. All RAWS facilities are equipped with generators with auto-start and power transfer capability in case of commercial power outage.

2.30. Airfield Tobacco Use Policy. Tobacco use is prohibited in all Robins Air Force Base airfield facilities. Tobacco use is prohibited within 50 feet of hangars, aircraft, warehouses, repair docks, paint and dope shops, petroleum oil lubricants, vehicle maintenance shops, gasoline dispensing operations, bulk oxygen storage facilities, areas where bituminous or plastic coatings are being applied, flammable liquid or gas handling storage areas, and aircraft parking areas. Tobacco use is restricted to Designated Tobacco Areas only, and all personnel are subject to the restrictions prescribed in AFI 48-104, *Tobacco Free Living*, and ROBNSAFBI 32-2001, *Fire Protection Operations and Fire Prevention Program*.

Chapter 3

FLYING PROCEDURES

3.1. Flying Areas. (See [Attachment 3](#))

3.1.1. Terminal Radar Service Area (TRSA). Terminal radar service is provided by Atlanta TRACON within a 20 NM radius of WRB TACAN. When Atlanta TRACON is closed, TRSA services are not available. USAF aircraft operating VFR shall participate to the maximum extent possible. (See [Figure A3.1](#).)

3.2. VFR Procedures.

3.2.1. VFR Weather Minimums. VFR weather conditions at Robins are defined as a ground visibility of at least 3 miles and a ceiling of 1,000 feet or greater. Pilots filing VFR into or out of Robins AFB are advised to additionally check MCN airport weather (ATIS 120.775) to ascertain the Class D airspace condition status.

3.2.2. All VFR arrivals, if able, will contact Atlanta TRACON for initial sequencing and advisories at least 20 NM from Robins AFB.

3.2.3. VFR Traffic Patterns. (See [Attachment 4](#))

3.2.3.1. Unless approved by Robins Tower, all turns are made to the east (i.e. Runway 33: right turns; Runway 15: left turns).

3.3. Special Procedures.

3.3.1. Protection of the 360° Overhead Pattern. All departing aircraft, to include go-arounds and practice approaches shall maintain at or below 1,300' MSL until the departure end of the runway. Tower shall advise transient aircraft of the departure restriction when the overhead pattern is active.

3.3.2. Helicopter Operations. At the discretion of Robins Tower, helicopters may be directed to the landing area without entering the standard traffic pattern.

3.3.2.1. Taxi Operations. Landing and departing helicopters should hover/air taxi on/over paved areas to the maximum extent possible.

3.4. Reduced Same Runway Separation (RSRS) Procedures. HQ AFMC authorizes the use of RSRS standards. The following defines RSRS standards that may be used at Robins AFB and applied between USAF aircraft only.

3.4.1. Transient aircrews not assigned to USAF may not participate in RSRS unless an LOA approved by HQ AFMC/A3 is in effect.

3.4.2. Conditions for application of RSRS standards.

3.4.2.1. Air traffic controllers must be able to see the aircraft involved and determine distances by reference to suitable landmarks for daytime and nighttime.

3.4.2.2. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. Aircrews must inform Robins Tower as soon as possible if RSRS cannot be accepted so Robins Tower can adjust sequencing as necessary. When refused, normal FAAO 7110.65 separation standards apply.

3.4.2.3. Aircraft will not overfly aircraft on the runway. Responsibility for separation rests with the pilot.

3.4.2.4. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. Controllers must provide appropriate cautionary wake turbulence advisories in these cases.

3.4.2.5. Same aircraft means same airframe (i.e., F-15 behind F-15, T-38 behind T-38/AT-38, KC-135 behind RC-135, etc.).

3.4.2.6. All other fighter and trainer type operations, mean not the same airframe (i.e., F-15 behind F-16, F-16 behind A-10, etc.).

3.4.3. RSRS standards are NOT authorized under the following situations:

3.4.3.1. Any situation involving an emergency aircraft.

3.4.3.2. Touch-and-go behind full stop.

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

3.4.3.4. Any situation involving aircraft “cleared for the option” or “cleared stop and go.”

3.4.3.5. To “heavy” aircraft (capable of takeoffs weights of more than 255,000 pounds) other than Full-stop following Full-stop.

3.4.3.6. When braking action reports of less than “Medium” are reported.

3.4.4. RSRS between formation full stops (holding hands) are authorized provided all aircraft involved are the same type aircraft (all F-15s, all F-16s, etc.). Separation is measured between the trailing aircraft in the lead formation and the lead aircraft in the trailing formation.

3.4.5. Robins Tower will control formation flights as a single aircraft and does not apply RSRS standards between aircraft within the same formation. Separation between aircraft within the formation is the responsibility of the pilots.

Table 3.1. Daytime RSRS Standards.

| PAIRINGS | FS behind TG | FS behind LA | LA behind LA | FS behind FS | LA behind FS | TG behind TG | TG behind LA |
|---|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Same Fighter-Type | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' |
| Same Trainer-Type or T-6 behind T-1/T-38 Aircraft | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' |
| Dissimilar Fighter/Trainer-Type | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Same Non-Heavy, Tactical Airlift Type (e.g. C-130s) | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' | 3,000' |
| Same-Type Aircraft Formations | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Same Type Heavy, FS Only | * | * | * | 8,000' | * | * | * |

Table 3.2. Nighttime RSRS Standards (After civil twilight).

| PAIRINGS | FS behind TG | FS behind LA | LA behind LA | FS behind FS | LA behind FS | TG behind TG | TG behind LA |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| Same Fighter-Type | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Same Trainer-Type or T-6 behind T-1/T-38 Aircraft | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Dissimilar Fighter/Trainer-Type | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Same Non-Heavy, Tactical Airlift Type (e.g. C-130s) | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Same-Type Aircraft Formations | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' | 6,000' |
| Same Type Heavy, FS Only | * | * | * | 8,000' | * | * | * |
| * Note: Standard FAA JO 7110.65 separation will be applied. | | | | | | | |

3.5. Intersection Departures. Pilots may request, or controllers may initiate a departure from a runway intersection to expedite movement.

3.5.1. The 339 FLTS/CC has approved for all unit-assigned aircraft Taxiway A intersection departures for Runway 33 and Taxiway C intersection departures for Runway 15.

Table 3.3. Distances Remaining for Intersection Departures.

| Intersection | Runway 33 | Runway 15 |
|---------------------|---------------------|--------------------|
| Taxiway A | 10,600 ft available | N/A |
| Taxiway B | 6,700 ft available | 5,300 ft available |
| Taxiway C | 3,900 ft available | 8,100 ft available |

3.6. Instrument Flight Rules (IFR) Procedures.

3.6.1. Radar Traffic Patterns. (See Figures [A4.1](#) and [A4.2](#).)

3.6.2. Local Departure Procedures. All IFR departures should expect a radar vector from Atlanta TRACON and a 3,000-foot altitude restriction on departure unless otherwise coordinated with Robins Ground (e.g. unrestricted climb to 15,000' by an F-15).

3.6.3. Local Climb-Out Instructions.

3.6.3.1. Runway 33. Maintain at or below 1,300' MSL until the departure end of the runway, turn right heading 100°, within 1.5 NM of the departure end of the runway, maintain 3,000' MSL.

3.6.3.2. Runway 15. Maintain at or below 1,300' MSL until the departure end of the runway, turn left heading 050°, maintain 3,000' MSL.

3.6.4. Multiple Approach Procedures. Multiple touch-and-go, stop-and-go, and low approaches may be accomplished at the discretion of Atlanta TRACON and Robins Tower based upon workload and traffic/weather conditions.

3.6.5. Unless multiple approaches have been previously coordinated, an instrument approach normally terminates in a full-stop landing or low approach followed by entry into the VFR pattern.

Chapter 4

EMERGENCY PROCEDURES

4.1. Emergency Response Procedures.

4.1.1. In-Flight/Ground Emergency (On/Off Base). Base and depot activities will handle emergency situations according to RAFB PLAN 10-2, *Installation Emergency Management Plan*. An emergency includes any situation which places an aircraft in danger, uncertainty, or distress. The pilot, ATC facilities, or officials responsible for the operation of the aircraft may declare an emergency involving aircraft on the ground or in the air. Any delays or reluctance on the part of the pilot to declare an emergency could result in emergency vehicles and support agencies not responding in time to save lives or property. Only the designated Incident Commander (IC) may terminate the emergency. Aircraft movement will be approved by the IC. If an aircraft is damaged during landing, it will not be moved until released by the installation Flight Safety Office or installation commander.

4.1.2. When Robins Tower receives information concerning an aircraft accident, emergency, bomb threat, etc., the PCAS shall be activated and AMOPS shall activate the SCN, both IAW with this instruction. It is imperative that Robins Tower and AMOPS have knowledge of any airfield emergency, whether or not an aircraft is involved, to ensure that proper protective measures can be implemented. Anyone observing an incident that could be classified as an emergency should immediately contact AMOPS and/or Robins Tower by the most expeditious means.

4.1.3. Crash recovery support will be IAW ROBNSAFBI 21-115, *Crashed, Damaged or Disabled Aircraft Recovery (CDDAR)*.

4.1.4. On/Off-Base Mishap Response Procedures. Aircraft mishaps occurring on/off base will be handled IAW RAFB PLAN 10-2, RAFB Plan 91-204, *Mishap Response Plan*, and locally established checklists.

4.1.5. Releasing Information. Airfield Operations personnel will not release information regarding aircraft incidents, accidents, or operations to unauthorized agencies IAW AFMAN 13-204V2. Personnel requesting information shall be referred to 78 ABW/PA during normal duty hours and to Robins Command Post after duty hours. 78 OSS AOF is the OPR for air traffic and radio recordings for Robins AFB.

4.2. Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN).

4.2.1. The PCAS will be activated by Robins Tower for all aircraft emergencies, airfield incidents, or at other times deemed appropriate. Such times include, but are not limited to:

4.2.1.1. Emergency or controlled bailout/jettison.

4.2.1.2. Hot brakes (actual or suspected).

4.2.1.3. Emergency Power Unit (EPU) activation or suspected hydrazine leak.

4.2.1.4. Airfield attack (actual or simulated).

4.2.1.5. Fuel spills (when requested by Fire Emergency Services).

4.2.1.6. Emergency arresting cable engagements.

- 4.2.1.7. Emergency fuel aircraft.
 - 4.2.1.8. Stop Alert (unauthorized landing, movement, or hijack).
 - 4.2.1.9. Robins Tower evacuation.
 - 4.2.1.10. No Radio (NORDO) aircraft.
 - 4.2.1.11. Aircraft or facility bomb threats.
- 4.2.2. The PCAS circuit consists of the following five agencies (two are receive-only extensions):
- 4.2.2.1. AMOPS.
 - 4.2.2.2. Fire Emergency Services.
 - 4.2.2.3. Flight Medicine (normal duty hours only).
 - 4.2.2.4. Robins Command Post (receive only).
 - 4.2.2.5. Base Defense Operations Center (receive only).
- 4.2.3. Response to PCAS Activation. Upon activation, parties on the PCAS shall pick up the receiver and standby for the message. When all parties are on the line, the following information shall be relayed:
- 4.2.3.1. Aircraft call sign.
 - 4.2.3.2. Type of aircraft.
 - 4.2.3.3. Nature of emergency.
 - 4.2.3.4. Pilot's intentions or specific instructions.
 - 4.2.3.5. Number of personnel on board and location on the aircraft, if known.
 - 4.2.3.6. Fuel remaining, if known.
 - 4.2.3.7. Estimated time of arrival or last known position.
 - 4.2.3.8. Wind information.
 - 4.2.3.9. Anticipated landing runway.
 - 4.2.3.10. Hazardous material/munitions, if known. **NOTE:** Do not terminate your PCAS connection until released by Robins Tower.
- 4.2.4. In the event of a PCAS outage, Robins Tower will relay the emergency information to AMOPS for dissemination to alert affected agencies via the SCN.
- 4.2.5. Robins Tower will test the PCAS circuit daily between 0800L-0815L.
- 4.2.6. Activation of the SCN. AMOPS will activate the SCN immediately after receiving information over the PCAS or from other means that are reporting an airfield-related emergency. Agencies not responding will be called via base telephone extensions. The type of emergency/exercise identified will be read verbatim, distinctly, and chronologically. Personnel receiving information will listen and copy without interruption. Information will be repeated at the end, if requested.

4.2.7. The SCN consists of the following agencies:

- 4.2.7.1. Fire Emergency Services.
- 4.2.7.2. Base Defense Operations Center.
- 4.2.7.3. Public Affairs.
- 4.2.7.4. Flight Safety.
- 4.2.7.5. Readiness and Emergency Management Division.
- 4.2.7.6. Installation Commander.
- 4.2.7.7. Transient Alert.
- 4.2.7.8. Robins Command Post.
- 4.2.7.9. Civil Engineer.
- 4.2.7.10. 402d AMXG Maintenance Operations Center.
- 4.2.7.11. 78 OSS/OSW.
- 4.2.7.12. 116 ACW Maintenance Operations Center.
- 4.2.7.13. 116 Airfield Management.
- 4.2.7.14. Flight Medicine, (normal duty hours only).
- 4.2.7.15. Crisis Action Team, (when activated).
- 4.2.7.16. Emergency Operations Center, (when activated).
- 4.2.7.17. 339 FLTS
- 4.2.7.18. 18 ACCS

4.2.8. A test of the SCN will be made daily after the PCAS test. A test of backup SCN shall occur weekly on Wednesdays. Do not terminate your SCN connection until released by AMOPS.

4.2.9. Receive and transmit capability on the PCAS/SCN is limited by regulation to those activities having responsibilities directly related to an aircraft crash, or major accident. Additional receive-only stations may be added to the PCAS/SCN with the approval of the 78 OSS/CC IAW AFMAN 13-204V2.

4.3. Single Frequency Approach (SFA) Procedures. UHF equipped in-flight emergency aircraft will be assigned discrete frequency 306.95 when handed off by A80 to Robins Tower. After the aircraft has landed and holding position, Robins Ground shall advise the IC (via the Ramp Net) to communicate with the aircrew as needed on 306.95. After the emergency is terminated by the IC, the aircrew shall request taxi to parking via ground control frequency 121.85 or 275.8.

4.4. External Stores Jettison Area Procedures. The recommended external stores jettison area and cargo jettison area is located southeast of the airfield approximately 0.5 NM east of the extended centerline of Runway 33. The zone is approximately 1.5 NM long, 1 NM wide, and is centered on the WRB TACAN 135 degree radial between 2.5 and 4 DME. The jettison is made immediately upon entering the area at an altitude not above 1,500 feet MSL.

4.4.1. If the weapons fragmentation pattern for the stores being jettisoned requires a higher altitude, coordinate with ATC. When communications cannot be established, the jettison will be made inbound on the 135-degree radial off of the WRB TACAN immediately after passing 4 DME.

4.4.2. After recovery at Robins AFB, report details of jettisoning to 78oss.osa.workflow@us.af.mil for reporting to 78 CEG/CEI. If munitions were jettisoned, 78 OSS/CC will report type and location to 116 CES/CED.

4.4.2.1. Details should include what and where munitions were dropped or jettisoned.

4.5. Fuel Dumping. The primary fuel dump area is on the Colliers (113.9 IRQ) 217 radial between the 25 NM and the 50 NM fixes at or above FL210, holding southwest (right hand pattern). DO NOT depart the holding pattern until dumping is complete.

4.5.1. Only emergency aircraft are authorized to jettison fuel.

4.5.2. Advise Atlanta Center prior to and upon completion of fuel jettisoning.

4.6. Emergency Aircraft Arresting System Procedures.

4.6.1. If hydrazine is involved, the aircraft will not be moved until the spill is contained and mitigated according to the Hazmat Response Checklists in *Robins AFB Installation Emergency Management Plan (IEMP) 10-2*. Additionally, the organizations listed below have the following specific responsibilities:

4.6.1.1. Robins Tower shall:

4.6.1.1.1. Activate the PCAS immediately upon notification of an impending barrier engagement. **Exception:** Do not activate the PCAS for pre-planned barrier engagements during annual certifications unless an emergency is declared.

4.6.1.1.2. Raise the departure end BAK-12/14 unless an approach end cable is requested.

4.6.1.1.3. Notify the IC when the emergency aircraft is next to land.

4.6.1.1.4. After the aircraft has engaged the barrier, suspend runway operations and authorize emergency vehicles onto the runway.

4.6.1.1.5. Relay information to and from the aircraft commander and emergency personnel, as needed.

4.6.1.1.6. Request aircraft weight and speed after aircraft engages the cable, and relay information to AMOPS.

4.6.1.2. AMOPS shall:

4.6.1.2.1. Activate the SCN and pass all known information. **Exception:** Do not activate the SCN for pre-planned barrier engagements during annual certifications unless an emergency is declared. Follow standard procedures when the PCAS is activated.

4.6.1.2.2. Inspect the runway area used for the engagement after the aircraft has been removed from the runway. Inspection of the entire runway is at the discretion of the AFM.

- 4.6.1.2.3. Resume runway operations for restricted or normal use, as necessary.
- 4.6.1.2.4. Post the status of the arresting systems in the flight planning area and issue NOTAMs as required.
- 4.6.1.3. Barrier Maintenance shall:
 - 4.6.1.3.1. Time permitting, inspect the arresting system prior to engagement for operational readiness.
 - 4.6.1.3.2. Lock the barrier brakes and notify the IC and TA when the "Brakes are locked" after the aircraft has engaged the cable.
 - 4.6.1.3.3. Inspect and rewind the cable after the aircraft is removed.
 - 4.6.1.3.4. Certify the safety/operational readiness of the barriers after an engagement and notify AMOPS when the barrier is in-service.
- 4.6.1.4. Transient Alert shall:
 - 4.6.1.4.1. Ensure that towing equipment is available, if needed.
 - 4.6.1.4.2. Respond to the assembly point.
 - 4.6.1.4.3. Tow the aircraft off the runway.
- 4.6.1.5. Fire Emergency Service shall:
 - 4.6.1.5.1. Respond to emergency standby positions.
 - 4.6.1.5.2. Respond to aircraft position after landing to ensure safety of the pilot and aircraft.
 - 4.6.1.5.3. Chock and pin the aircraft's wheels as directed by the IC. **CAUTION:** Do not chock or pin the nose wheel while aircraft engines are running.
 - 4.6.1.5.4. Additionally, after duty hours:
 - 4.6.1.5.4.1. Rewind/inspect the cable after engagement.
 - 4.6.1.5.4.2. Lock brakes in barrier houses at the direction of the IC, who then relays this information to the AFM or designated representative.
- 4.6.2. The cable will be lowered after the arresting system is returned to service. Under normal circumstances, the arresting system is normally operational within 30 minutes for successive engagements.
- 4.6.3. For pre-planned barrier engagements (i.e. annual system certifications), the AFM will coordinate with all required agencies (Barrier Maintenance, Transient Alert, and Fire Emergency Services) to pre-stage response vehicles on the airfield prior to the scheduled engagement. Robins Tower and AMOPS shall not activate the PCAS or SCN for a pre-planned engagement unless an emergency is declared. Required organizations/responders shall follow all other procedures outlined in [paragraph 4.5](#).

4.7. Hot Brake Procedures.

4.7.1. All hot brake situations, potential and confirmed, will be handled as emergencies. Robins Tower will activate the PCAS. AMOPS will activate the SCN.

4.7.2. Hot Brake Areas. Runway 33: Taxiways D East/West, Runway 15: Taxiways F and A. (See [Attachment 2](#))

4.8. Abandonment of Aircraft.

4.8.1. Controlled Bailout Procedures. The controlled bailout area is located on the WRB 105° radial from 5 to 7 DME. Aircrews should approach the area on a 105° heading at a minimum altitude of 2,000' MSL. If able, bring throttles to idle and initiate ejection passing 5 DME. If unable, aircrews will attempt to bail out at a location that is optimum for crew survival and minimizes damage from aircraft-ground impact.

4.8.2. Plotting Aircraft Coordinates. Robins Tower personnel will (when applicable) plot aircraft/incident area coordinates using the Base Grid Map and relay information to appropriate agencies when requested.

4.9. Emergency Locator Transmitter (ELT) Procedures.

4.9.1. Operational ground testing of ELTs is authorized during the first 5 minutes of each hour. To avoid confusing the tests with an actual alarm, the testing is restricted to no more than three audio sweeps.

4.9.1.1. Maintenance personnel will coordinate all ELT tests with Robins Ground on frequency 121.85 or 275.8.

4.9.1.2. Robins Ground will advise maintenance personnel of the results of the ELT test.

4.9.2. AMOPS is designated as the control coordinator for unscheduled ELT signals.

4.9.2.1. Robins Tower will notify AMOPS when an unscheduled ELT signal is received on frequency 121.5 or 243.0. AMOPS personnel will notify required local agencies and initiate search actions to locate and silence signals caused by inadvertent activation. Aircrew Flight Equipment agencies will assist AMOPS in search actions, as needed.

4.9.3. If there is evidence the ELT signal is being received from a downed aircraft, Robins Tower will activate the PCAS and notify Atlanta Center.

4.10. Hung Ordnance Procedures. Aircrews experiencing hot gun/hung ordnance (weapons or flares) will advise Atlanta TRACON or Robins Tower on initial contact of the situation, declare an emergency and request routing to avoid populated areas.

4.10.1. Upon notification of an aircraft with hot gun/hung ordnance, Robins Tower will:

4.10.1.1. Activate the PCAS and pass all known information.

4.10.1.2. Taxi the aircraft to the primary hot gun/hung ordnance parking area. If the primary location is not available coordinate with AMOPS for an alternate location. **Note:** Hung chaff is not considered hung ordnance. Such aircraft will recover via normal recovery and parking procedures.

4.10.2. Hot Gun/Hung Ordnance Area. Aircraft with ordnance not deemed safe according to the applicable technical order (T.O.) will park on Taxiway D East heading 010°. (See [Attachment 2](#))

4.11. Evacuation of Airfield Operations Facilities and Alternate Facility Procedures.

4.11.1. Robins Tower will be evacuated when:

4.11.1.1. Wind speeds reach 60 knots either sustained or in gusts.

4.11.1.2. A tornado is observed, and the movement is such that it will pass in close proximity to the airport.

4.11.1.3. A fire observed or reported, which could endanger personnel in Robins Tower.

4.11.1.4. A facility bomb threat has been received.

4.11.1.5. Whenever the AOF/CC, Chief Controller (CCTLR), or WS deems it necessary.

4.11.2. During Robins Tower evacuation, the airfield will be uncontrolled and Robins Class D airspace will revert to Class E airspace. Robins Tower does not have an alternate facility.

4.11.3. Upon returning to Robins Tower, the WS will accomplish the facility opening checklist. After the opening checklist is completed, the Watch Supervisor will advise the appropriate facilities that Robins Tower has returned to service and is operational. At that time, normal air traffic control operations will resume.

4.11.4. When AMOPS is evacuated the following will occur:

4.11.4.1. AMOPS will activate the SCN.

4.11.4.2. AMOPS will initiate evacuation procedures using Quick Reference Checklist (QRC).

4.11.4.3. The designated evacuation facility is building 2045 (116 OSS). 116 OSS will provide 78 OSS AMOPS personnel with minimum equipment required to conduct operations to include, but not limited to workspace, desk, phone, and computer with network access.

4.11.4.4. Once AMOPS is at its evacuation facility, AMOPS will activate the SCN via conference call to inform agencies of their new location, phone number(s), and fax number.

4.11.4.5. AMOPS will activate the SCN to inform agencies its relocating to building 2336. Once relocated, AMOPS will activate the SCN to inform agencies that they are back to normal operation.

4.12. Hydrazine Procedures. Robins Tower will activate the PCAS for all suspected and confirmed hydrazine leaks. Aircraft which have activated the emergency power unit or are suspected of having a hydrazine leak, will be parked on Taxiway D West or Taxiway F. (See [Attachment 2](#))

4.13. Unlawful Seizure of Aircraft. RAFB PLAN 31-101, *Installation Defense Plan*, outlines responsibilities and specific procedures for base and depot activities regarding aircraft theft and hijack. Also see AFI 13-207 *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*. for further guidance. Robins Tower will safeguard against, and handle acts of unlawful seizure, as follows:

4.13.1. Anti-theft. AMOPS will advise Robins Tower of all authorized aircraft engine starts and ground taxi movements. Aircraft requesting engine start or permission to taxi without prior notice will be delayed by Robins Tower until approval is obtained. If the aircraft continues the unauthorized operation, Robins Tower will broadcast on all necessary control frequencies for the aircraft to hold position. If the aircraft fails to respond, Robins Tower will activate the PCAS giving pertinent situation details, aircraft type, tail number, and position.

4.13.2. Hijack. Report known hijacking situations via the PCAS. Robins Tower will attempt to have the pilot taxi to the Hazardous Cargo Pad as appropriate, restrict other taxi movements in the area, assist the IC with communications as necessary or directed, and remain vigilant for detection of hijack signaling codes heard or observed.

Chapter 5

FLIGHT PLANNING PROCEDURES

5.1. General. All aircraft operating out of Robins AFB will have a valid flight plan on file with AM unless otherwise agreed upon in a LOA or approved support agreement. **Exception:** Civil aircraft (e.g., Scheduled Air Carrier, General Aviation, etc.) are exempt from this requirement.

5.1.1. All DD Form 1801 shall be sent no later than two hours prior to departure to AMOPS and filed IAW the DoD FLIP, General Planning to allow time for processing and prevent departure delays.

5.1.2. All units will keep the Flight Orders, DD Form 365-4, and the original flight plans on file IAW applicable RDS. These procedures also apply to units participating in the Integrated Flight Management (IFM) sortie process.

5.1.3. Any changes to filed flight plans will be made as soon as updated information is available to avoid ATC delays.

5.1.4. Electronically filing Flight Plans with AMOPS. Locally assigned units, aircrews on temporary duty with or in support of locally assigned units, and visiting units may electronically file their flight plans to 78oss.osab.amo@us.af.mil.

5.1.4.1. Global Hawk, and Boeing C-17 aircraft commanders/pilot-in-command will assume overall responsibilities for electronic transmission including verification of receipt and that the correct data to include route(s) of flight were entered on the flight plan.

5.1.4.2. In the event of a system failure, call AMOPS for additional instructions.

5.1.5. 116 AM allows BACN pilots to file flight plans via ForeFlight. BACN pilots are responsible for ensuring 116 AM receives the electronically filed version of their 1801. 116 AM will forward the flight plan to 78 AMOPs through e-mail and will call to verify receipt. Any changes that must be made to ForeFlight filed flight plans must be made by the Pilot via ForeFlight, as AISR does not allow those changes to be made in the system.

5.1.6. 78 OSS/OSAM will:

5.1.6.1. Receive signed electronically filed flight plans and process them using standard procedures.

5.1.6.2. Participate in the IFM sortie process by verifying accuracy of the signed, electronically filed flight plans against flight plans in the system and calling AMC Flight Management at DSN 779-0301 for flight plan discrepancies or system outages.

5.2. Notice to Airmen (NOTAM) Procedures. AM is responsible for Robins AFB NOTAMs. AMOPS personnel prepare and issue NOTAMs according to AFI 11-208(i), *Department of Defense Notice to Airmen (NOTAM) System*. Robins Tower is the Robins AFB NOTAM monitor facility.

5.3. Flight Information Publications (FLIP) and Aeronautical Charts. The AFM is the FLIPs OPR. Direct all errors, omissions, and recommended changes to FLIPs and aeronautical charts to the AFM, 78oss.osab.amo@us.af.mil. Civil Air Patrol will provide FLIP quantity updates to AMOPS FLIP Manager, as required.

5.4. Prior Permission Required (PPR) Procedures. All transient and ALC aircraft inbound to Robins AFB shall contact AMOPS to receive a PPR number IAW procedures published in the IFR Supplement. A PPR is not required for aircraft making practice approaches. PPRs annotated in Robins C2IMERA system, reference Robins C2IMERA Standard Operating Procedures document.

Chapter 6

MISCELLANEOUS PROCEDURES

6.1. Airfield Operations Board (AOB). The AOB provides a forum for identifying ATC and airfield issues and promoting understanding of the relationship between ATC, airfield management, flying units, and safety; recommending improvements to ATC services, airfield safety, and terminal airspace management procedures, and coordinating and proposing new or revised procedures, methods, techniques, equipment, or facilities for the airfield or air traffic operations. The 78 ABW and 116 OG AOBs are combined into a single meeting. The 78 ABW is the lead unit for preparing, scheduling, and chairing the AOB. 116 OSS/OSA shall provide 78 OSS/OSA their required agenda items prior to the AOB. The AOB shall be conducted at least once per quarter IAW AFMAN 13-204V1.

6.1.1. Board Membership. The following offices shall be represented at each board meeting:

6.1.1.1. 78th Air Base Wing/CD (Board Co-Chairperson).

6.1.1.2. 78th Mission Support Group/CC.

6.1.1.3. 339th Flight Test Squadron/CC.

6.1.1.4. AFMC TERPS.

6.1.1.5. Robins Command Post.

6.1.1.6. 18th Airborne Command and Control Squadron (ACCS)/CC.

6.1.1.7. 128th Airborne Command and Control Squadron/CC.

6.1.1.8. 78th Air Base Wing SE/SEF (Safety).

6.1.1.9. 116th Air Control Wing/SE (Safety).

6.1.1.10. 78th Civil Engineer Group/CL/CEN (Engineering).

6.1.1.11. 78th Civil Engineer Squadron/CL.

6.1.1.12. 116th Operations Support Squadron/CC/OSA.

6.1.1.13. 78th Operations Support Squadron/CC/OSA/OSM/OSW.

6.1.1.14. 402d Aircraft Maintenance Group.

6.1.1.15. Headquarters Air Force Materiel Command/A3O (TERPS).

6.1.1.16. 78th Security Forces Squadron SFS/CC.

6.1.1.17. 116th Operations Group/CC (Board Co-Chairperson)

6.1.1.18. 116th Operations Group/OGV.

6.1.1.19. 461st Air Control Wing/SE (Safety).

6.1.1.20. In addition to those required, the following agencies will be extended invitations: 78th Civil Engineer Group/CEIEC, Atlanta TRACON, Eastern Service Area AFREP, MCN Tower, 53d Combat Airfield Operations Squadron, HQ AFRC/A3 and offices necessary to meet the agenda.

6.1.2. Annual Review Items. IAW AFMAN 13-204V1, the following items shall be briefed at least annually; status updates will be provided each quarter except as indicated below:

- 6.1.2.1. Local Operating Procedures (LOP) Review (as required).
- 6.1.2.2. Terminal Instrument Procedures (TERPS) (as required).
- 6.1.2.3. Air Installation Compatible Use Zone (AICUZ) (as required).
- 6.1.2.4. Results of annual self-inspection.
- 6.1.2.5. Special Interest Items (SII) (as required).
- 6.1.2.6. Results of the Annual Airfield Certification/Safety Inspection (third quarter).
- 6.1.2.7. Aircraft Parking Plan (fourth quarter).
- 6.1.2.8. Status of existing airfield waivers (as required).

6.2. Air Evacuation Notification and Response Procedures. AMOPS will notify Robins Tower, Fire Emergency Service, and 78th Medical Group of any inbound aeromedical aircraft. Robins Tower will relay any support requirements received from the aircrew to AMOPS.

6.3. Unscheduled/Unauthorized Aircraft Arrivals. AMOPS must notify Robins Tower of all scheduled/authorized aircraft arrivals. Handling of unscheduled/unauthorized aircraft arrivals will be IAW RAFB PLAN 31-101, *Integrated Defense Plan*.

6.3.1. Aircraft without flight plans in communication with Tower.

6.3.1.1. When Robins Tower receives notification through NAS of the arrival of a military aircraft for which a flight plan has not been received, Robins Tower will:

6.3.1.1.1. Pass to AMOPS the aircraft call sign, type, and estimated time of arrival (ETA).

6.3.1.1.2. Allow the aircraft to land and hold on nearest taxiway to await further instructions.

6.3.1.2. When Robins tower receives notification through the NAS of the arrival of a civil aircraft for which a flight plan has not been received, Robins Tower will:

6.3.1.2.1. Contact AMOPS via direct line to determine whether a flight plan has been filed/received.

6.3.1.2.2. Request the pilot contact AMOPS on pilot-to-dispatch (PTD) frequency 134.1. If the pilot is unable to contact AMOPS, relay the following information to AMOPS by direct landline:

6.3.1.2.2.1. Aircraft identification and type.

6.3.1.2.2.2. Departure and destination point.

6.3.1.2.2.3. Type flight plan (VFR or IFR).

6.3.1.2.2.4. DV/cargo/passenger information.

6.3.1.2.2.5. Intentions.

6.3.1.3. When notified by Robins Tower of a “no flight plan” arrival with which communication has been established, AMOPS will:

6.3.1.3.1. Attempt to verify flight plan via FAA, FSS, calling departure point, etc.

6.3.1.3.2. Grant or deny landing approval, according to current instructions.

6.3.1.3.3. Notify base support units to provide special handling, security, medical support, etc.

6.3.2. Aircraft without flight plans not in communication with Tower.

6.3.2.1. If an aircraft lands without having filed an inbound flight plan and without previous radio contact, Robins Tower will immediately:

6.3.2.1.1. Activate the PCAS and give pertinent details, such as aircraft type, landing runway, position, taxi routing, or suspicious actions. If the aircraft starts taxiing toward the east side of the airfield, immediately advise emergency response vehicles.

6.3.2.1.2. Attempt to establish communications with the aircraft. If contact with the aircraft is made, direct the pilot to Taxiway C west adjacent to Taxiway J. Attempt to determine the point of departure, intentions, original destination and if a flight plan has been filed.

6.3.2.2. After activation of the PCAS, AMOPS will:

6.3.2.2.1. Immediately respond to the scene to intercept and assist the SFS with the aircraft and crew.

6.3.2.2.2. Activate the SCN.

6.4. Distinguished Visitors (DV) Notification Procedures. DVs are O-7, SES, and higher positions. Lower grades/positions (IG Teams, etc.) may be included if approved by Protocol.

6.4.1. AMOPS will:

6.4.1.1. Verify proposed DV movements at the start of each shift. If any DVs are scheduled to arrive or depart Robins AFB that day, the information will be transferred to that day’s events log. When an inbound message concerning an aircraft carrying a DV is received over the AISR, the DV information will be passed to Robins Tower, Robins Command Post, Protocol, TA and the 116 ACW (when DV is for 116th).

6.4.1.1.1. Pass name, rank, branch of service, aircraft call sign, type of aircraft, estimated time of arrival (ETA; Local Time), point of departure, and any other known information. In the case of a thru DV, AMOPS will ensure that they pass the anticipated ground time.

6.4.1.2. When WR-ALC/CC is inbound during normal duty hours, AMOPS will notify WR-ALC Command Section. After normal duty hours notify the Robins Command Post. When notification is received that a HQ Air Force Reserve Command (AFRC) assigned General Officer is inbound, notify the AFRC Command Center.

6.4.1.3. Pass the 20-mile out call to the Protocol, CP and TA.

6.4.1.4. Pass any change of arrival time of 10 minutes or more.

6.4.1.5. When an aircraft is inbound to pick-up a DV, call Protocol for visiting DVs or the appropriate office for base assigned DVs on a normal landline and pass all known information.

6.4.1.6. Unless pre-coordinated or unusual conditions exist, park all DV aircraft on the red carpet. If there are multiple DV aircraft, park the aircraft carrying the highest ranking DV on the red carpet.

6.4.2. Robins Tower will notify AMOPS when a DV aircraft is 20 flying miles from the airfield.

6.4.3. TA will:

6.4.3.1. Provide “Follow-me” service to DV aircraft.

6.4.3.2. Coordinate changes in aircraft parking location and route with AM.

6.4.3.3. Notify the Fuels Service Center to have a fuel truck standing by at aircraft’s block time.

6.4.3.4. Ensure appropriate power units, unloading stands, fire bottles and stairs (if needed) are available to provide optimum service.

6.4.3.5. Notify AM immediately of any known problems concerning movement or handling of the DV aircraft.

6.5. Dangerous/Hazardous Cargo. ,AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments*, outline handling and precautionary measures for aircraft carrying hazardous material.

6.5.1. Hazardous (Hot) Cargo Parking Areas. Aircraft supporting shipments of Hazard Classification/Division (HC/D) 1.1 (Mass explosion hazard), HC/D 1.2.1, 1.2.2, 1.2.3 (non-mass explosion, fragment producing hazard), HC/D 1.3 (Mass fire, no blast or fragment) will be parked at one of the two designated Hot Cargo Parking (HCP) Spots as determined by AMOPS. HCP 1 is located between Taxiways H and C, and HCP 2 is located on APA Spots 4-6. HC/D 1.4 (Moderate fire, no blast or fragment hazard) may be parked at either of the Hot Cargo Parking Spots listed above or on the apron in front of building 127. Aircraft will not use HCP as a taxi-lane unless directed by ATC.

Table 6.1. Explosive limits at HCP 1.

| | |
|---|---|
| (XX) HC/D MCE/LSRN | Sited NEW |
| 1.1 | 381 lbs. |
| 1.2.1 ≤ 380 | 17,550 lbs. |
| 1.2.2 | 100,000 lbs. |
| (12) 1.2.3 ≤ 380 | 17,550 lbs. |
| 1.3 | 100,000 lbs. |
| 1.4 | Minimum Essential Quantity (MEQ) |
| Required Compensatory Measure: When an aircraft is parked at HCP 1, building 65 will be limited to the following net explosive weights: | HC/D (12)1.1 – 6,787 HD/C 1.2.1 > 451 – 478 HC/D 1.2.1 < 451 – 478 HD/C 1.2.2 – 70,167 |

Table 6.2. Explosive limits at HCP 2.

| | |
|---|------------------------------------|
| (XX) HC/D MCE/LSRN | Sited NEW |
| (13) 1.1 | 24,600 lbs. |
| HC/D 1.2.1 > 451 | 40,180 lbs. |
| HC/D 1.2.2 | 100,000 lbs. |
| (13) 1.2.3 | 100,000 lbs. |
| 1.3 | 100,000 lbs. |
| 1.4 | MEQ |
| Required Compensatory Measure: When an aircraft is parked at HCP 2, aircraft/explosives will be restricted from utilizing the following aircraft parking locations and vice-versa: | APA spots 10004, 10005, and 10006. |

6.5.1.1. Aircraft with only HC/D 1.4 may be parked on the apron in front of building 127. There is not a limit on the amount that may be parked on the apron but limited to physical capacity.

6.5.1.2. Posting Firefighting Symbols at Flightline Sited Explosives Locations.

6.5.1.2.1. Identify aircraft loaded with non-nuclear weapons with symbols posted at each aircraft.

6.5.1.2.2. One fire symbol may be posted at the entry point (point of entry for fire-fighting personnel) to an aircraft area.

6.5.1.2.3. Notify Fire Emergency Service when each aircraft is loaded or unloaded. Give aircraft parking location and type of explosives involved.

6.5.2. Routine use of Robins AFB by transient, explosives-loaded aircraft carrying DoD Class/Division 1.1 or 1.2 munitions and/or Department of Transportation (DoT) Class A/B poisons is discouraged. However, Robins AFB can support mission essential movements of munitions or hazardous cargo destined for Robins AFB, and/or in-flight emergencies when required.

6.5.3. If the pilot of an explosives loaded aircraft or a hazardous cargo aircraft declares an in-flight emergency and requires landing at Robins AFB, Robins Tower shall activate the PCAS and, in addition to the information in [paragraph 4.2.3](#), relay the following information:

6.5.3.1. Hazardous material on board (DoT or DoD Class/Division).

6.5.3.2. Aircraft position.

6.5.3.3. Net Explosive Weight (NEW).

6.5.4. Upon landing, aircraft will be instructed to proceed to the Hot Cargo Pad or designated parking spot, IAW [paragraph 6.5.1](#).

6.5.5. If MOC/Command Post receives notification (by means other than the SCN) of an in-flight emergency involving an explosive loaded aircraft or an aircraft with hazardous cargo aboard, they shall relay all information to Robins Tower. Robins Tower will then activate the PCAS.

6.5.6. The AFM or designated representative will ensure the Department of Transportation (DOT) class of hazardous material on board is passed if Air Force Rescue Coordination Center (AFRCC) is notified of an overdue or missing aircraft. The AFM is also responsible for alerting all required base support activities and ensuring notification and coordination requirements are completed and complied with according to the requirements and procedures of AFMAN 24-604.

6.5.7. Base support agencies include:

6.5.7.1. Robins Tower.

6.5.7.2. Air/Passenger Terminal, building 127, when staffed.

6.5.7.3. Fire Emergency Service.

6.5.7.4. Security Forces Operations.

6.5.7.5. Disaster Response Force as required.

6.5.8. Base and mission partner agencies receiving or having information on arrival or departure of aircraft carrying hazardous materials shall immediately notify AMOPS.

6.6. F-15 Landing Gear Inspection Procedures. F-15 aircraft experiencing hydraulic or landing gear malfunctions may request to fly by Robins Tower and/or F-15 Functional Test Maintenance (Bldg. 131) for visual confirmation of landing gear/gear door position to determine whether a barrier engagement is required.

6.6.1. When available, visual inspection from another airborne F-15 is preferred over visual inspection from tower/ground-based personnel.

6.6.2. Pilots shall advise Robins Tower as soon as possible when a landing gear inspection is required.

6.6.2.1. Pilots requesting to fly the below procedures will use the term “Landing Gear Inspection Procedure.”

6.6.2.1.1. Controllers shall acknowledge the request for the Landing Gear Inspection Procedure (traffic permitting) with “Landing Gear Inspection approved” or “Proceed as requested, use caution uncontrolled area” (controllers shall not “clear” aircraft for this procedure).

6.6.2.1.2. Controllers shall not approve the requested procedure when aircraft are taxiing/being towed on Taxiway H. **Note:** Taxiway H is an uncontrolled movement area.

6.6.2.1.3. Controllers shall broadcast via the Ramp Net and Robins Ground frequencies, “*Attention all vehicles and aircraft, use caution, F-15 commencing low-level flight east of Taxiway H at 100 feet.*”

6.6.3. Landing Gear Inspection Procedure. Pilots will configure aircraft and set up for the inspection pattern via published traffic pattern procedures. Upon approval for the Landing Gear Inspection Procedure, pilots will fly parallel to Taxiway H, offset slightly east to remain over the infield grass, and pass abeam Robins Tower cab at no lower than 100’ AGL. Pilots will reenter the VFR pattern as directed by Robins Tower.

6.6.3.1. Controllers conducting landing gear inspection should focus on confirming that all three-landing gear are down and not cocked sideways. Additionally, the controller may be requested to verify the status of the main landing gear forward doors (open or closed). Controllers shall use phraseology IAW FAA JO 7110.65 when relaying their observations to the pilot “Landing gear appears (up/down), doors appear (open/closed).”

6.7. Fire Emergency Service Support to Flying Operations. The primary crash station is located near the intersection of Taxilanes C1 and C2 (See [Attachment 2](#)). Fire response personnel are on duty 24/7.

6.7.1. Aircraft Rescue & Fire Fighting (ARFF) Capability. When the ARFF capability falls below the minimum specified in AFI 32-2001, *Fire and Emergency Services (F&ES) Program*, or when it subsequently changes Fire Emergency Service will immediately notify AMOPS. (See [Attachment 8](#))

6.7.2. Reduced ARFF. AMOPS personnel will immediately notify the following of the reduced ARFF capability:

6.7.2.1. Robins Tower.

6.7.2.2. Robins Command Post (RCP). RCP will in-turn contact:

6.7.2.2.1. 78 ABW/CC.

6.7.2.2.2. EOC Director (If applicable and/or if in Level C/Level D).

6.7.2.2.3. 116 OSS/OSA.

6.7.2.2.4. 413 FTG/CC.

6.7.2.2.5. 339 FLTS/CC.

6.7.2.2.6. 402 AMXG/MOC.

6.7.2.2.7. 116 ACW/MOC.

6.7.2.3. Transient Alert.

6.7.2.4. Airfield Operations Flight Commander (AOF/CC) and AFM.

6.7.2.5. Transient aircrews preparing to depart.

6.7.3. Restrictions During Reduced Capability. Using [Figure A8.1.](#), OG/CCs, MXG/CCs or equivalent, respectively, will determine which activities, if any, will be curtailed during the period of reduced capability.

6.7.4. The 78 ABW/CC (may be delegated to 78 OSS/CC) will determine which restrictions, if any, will be imposed on transient aircraft operations during the period of reduced capability and notify 78 OSS for dissemination.

6.7.5. 78 ABW/CC has authority to close the airfield/stop operations and will do so through the 78 OSS via NOTAM.

6.7.6. Coordination. When ARFF capability changes, 778 CES/CEXF will notify AMOPS personnel, who will, in turn, inform the agencies listed in [paragraph 4.13.2](#) of the change.

6.8. Flight Safety.

6.8.1. Hazardous Air Traffic Report (HATR). AF Form 651, is available at AMOPS, Safety Office (78 ABW/SEF), or the AF E-publishing website <https://www.e-publishing.af.mil>. To improve aviation safety, report those incidents defined in AFI 91-202, *The US Air Force Mishap Prevention Program*.

6.8.2. HATR Reporting Procedures. Individuals should immediately report any incident affecting safety of flight to the nearest air traffic agency. File an AF Form 651 within 24 hours to the safety office at the landing airport. Reference AFI 91-202 for further investigation and reporting.

6.9. Night Vision Device (NVD) Operations. Robins AFB does not conduct NVD Operations.

6.10. Local Aircraft Priorities. These priorities are established to facilitate mission accomplishment. When feasible, Robins Tower shall provide priority service in the order listed below. These priorities shall not take precedence over the priorities listed in FAA JO 7110.65.

6.10.1. Alert operations.

6.10.2. DV/HHQ operations.

6.10.3. IFR full stop landings.

6.10.4. IFR departures.

6.10.5. Aerial Flight Test missions.

6.10.6. Ground Flight Test missions to include C-5/C-17 High Speed Taxi Checks.

6.10.7. Base-assigned practice IFR approaches.

6.10.8. Transient practice IFR approaches.

6.10.9. Practice VFR approaches/pattern work.

6.10.10. Civil aircraft practice approaches.

6.11. Lost Communications Instructions. All aircraft experiencing radio malfunctions or with no radio (NORDO) communications capability will handle the situation IAW the Aeronautical Information Manual.

6.11.1. Aircraft experiencing radio malfunctions prior to leaving the parking area shall ensure the equipment is repaired prior to taxiing for departure. If radio malfunction occurs after departing the parking area, watch the tower for a light gun signal or monitor tower frequency.

6.11.2. Attracting attention of Robins Tower. To attempt contact with Robins Tower, pilots should turn on a landing light and taxi the aircraft into a position, clear of the active runway, with its light visible to the tower. During night operations, the pilot should flash landing lights towards the tower. Comply with the appropriate light gun signals received from Robins Tower. (See [Attachment 7](#))

6.11.3. Acknowledging Robins Tower broadcasts. Between sunrise and sunset, fixed-wing aircraft on the ground will acknowledge Robins Tower broadcasts or light gun signals by moving the ailerons or rudder. If the aircraft is in flight, acknowledge transmissions by rocking wings back and forth. Between sunset and sunrise, acknowledge Robins Tower broadcasts by flashing navigation or landing lights. Ensure the aircraft is positioned where the landing light is visible to Robins Tower.

6.12. Opposite Direction Take-Offs and Landings. Opposite direction operations may only be approved if there is an operational requirement. ATC may deny/revoke opposite direction operations based on traffic density or other operational constraints.

6.12.1. Coordination procedures between ATC facilities and opposite direction cutoff points will be IAW the current Atlanta TRACON/Robins Tower LOA.

6.13. Breakout/Go Around/Missed Approach Procedures.

6.13.1. Under VFR conditions, aircraft will be instructed to go around and should expect closed traffic with Robins Tower or climb-out to Atlanta TRACON. When instructed by Robins Tower to go around, offset east of the runway unless otherwise instructed. Go-around instructions will be, "GO AROUND, (reason)."

6.13.2. Under IFR conditions, aircraft should expect to execute the local climb-out unless directed otherwise by Robins Tower/Atlanta TRACON.

6.14. Civil Aircraft Operations/Use of Military RAWS.

6.14.1. Practice Approaches. Civil aircraft may use Robins AFB navigational aids or traffic pattern for practice low approaches only. Civil practice approaches are not authorized when Force Protection Conditions (FPCON) is Charlie or Delta.

6.14.2. Robins Tower Watch Supervisor may cancel civil practice approaches if service to military users is likely to be degraded because of traffic volume or other factors.

6.14.3. Landing. Only civil aircraft authorized by the provisions of AFI 10-1001, *Civil Aircraft Landing Permits*. With exception to aircraft experiencing emergency conditions, AMOPS makes the final determination on authority to land at Robins AFB.

6.15. Foreign Aircraft Landings at Robins AFB. Handling of foreign aircraft will be IAW AFI 10-1801, *Foreign Governmental Aircraft Landings at USAF Installations*; and RAFB PLAN 31-101.

6.15.1. Periodically, foreign aircraft request/require permission to land at Robins AFB for a variety of reasons, e.g., pick up parts from product directorates under Foreign Military Sales (FMS) agreement, gas and go, or remain overnight (RON). Under increased FPCON, it is essential aircraft be approved in advance and positive control of subject aircraft, crew, and passengers be provided.

6.15.2. In order for a foreign government aircraft to land at an Air Force base, the aircraft must have: (1) a diplomatic clearance issued by the State Department; (2) an Aircraft Landing Authorization Number (ALAN) issued by AF/A3O-AYO; and (3) a PPR.

6.16. Weather Dissemination and Coordination Procedures.

6.16.1. Pilot Reports (PIREPS). Robins Tower will relay all PIREPS to the Base Weather Station. Pilots may report PIREPS directly to Pilot to Metro Service (PMSV) on frequency 349.85. Base Weather shall ensure Robins Tower is informed of all PIREPS.

6.16.2. Lightning Warnings. When Base Weather broadcasts a lightning warning for lightning within 5 NM of the airfield, the following procedures apply:

6.16.2.1. All personnel, including civilians, contractors, and transient/deployed personnel should seek shelter in a vehicle, aircraft, or structure immediately after notification until the lightning warning has expired.

6.16.2.2. Arriving aircraft shall be allowed to land, but the crew and passengers should expect to remain on board the aircraft until the lightning warning has expired. Crews will not receive any ground support during the warning period. Note: Robins Tower shall not deny departing aircraft taxi or departure clearances based only on severe weather warnings, watches, or advisories.

6.16.3. Hazardous/Severe Weather Notification Procedures.

6.16.3.1. Upon notification of a severe weather watch, AMOPS shall:

6.16.3.1.1. Activate SCN, notify Fuels Service Center (POL) and broadcast weather details via the Ramp Net.

6.17. Airfield Snow Removal Operations. IAW AFMAN 13-204V2 (AFMC Supplement), Robins AFB does not have snow removal procedures due to its geographical location.

6.18. Bird/Wildlife Control. 78 ABW/SEF is the OPR for the BASH program. A bird watch condition of moderate or severe will be included on the ATIS broadcast. Program guidance can be found in RAFB Plan 91-212, *Bird Aircraft Strike Hazard (BASH)*. During bird watch conditions severe and moderate, Robins Tower will issue advisories to aircrews as required by RAFB Plan 91-212 and FAA JO 7110.65. Aircraft commanders will follow their parent MAJCOM or MAJCOM-equivalent restrictions for aircraft operations during bird watch conditions moderate and severe.

6.18.1. Bird Watch Conditions (BWC). See RAFB Plan 91-212 for additional details.

6.19. Supervisor of Flying (SOF) Operating in the Tower. In the event the primary SOF vehicle is inoperative, Robins Tower is designated as the alternate SOF location. This is only applicable to local flying unit SOFs.

6.19.1. Robins Tower is solely responsible for control of aircraft within the Robins Class D airspace. The SOF is responsible for providing assistance to aircraft experiencing system difficulties, weather problems, etc.

6.19.1.1. Robins Tower shall:

6.19.1.1.1. Provide the SOF a position with the capability to monitor local, ground, and flight data control positions, one tunable UHF radio with transmit/receive capability.

6.19.1.1.2. Advise the SOF of any known condition that could affect the safe recovery of aircraft at Robins AFB.

6.19.1.2. SOF shall:

6.19.1.2.1. Advise Robins Tower before reporting to the tower to conduct alternate SOF operations.

6.19.1.2.2. Advise the WS of any known condition that could affect the safe and expeditious movement of aircraft.

6.19.1.2.3. Relay information requests, directions, and questions to controllers through the WS.

6.19.1.2.4. Coordinate with the WS prior to transmitting on any ATC frequency (including Guard/Emergency).

6.19.1.2.5. Not perform ATC functions nor transmit ATC instructions or clearances to aircraft. **Note:** IAW AFMAN 13-204V2 a person who commandeers an ATC frequency assumes responsibility for separation of aircraft.

6.20. Airfield Photography. Photography is categorized as official or unofficial.

6.20.1. Official Photography. Photographs taken for government purposes are considered official. Unit security managers or unit/aircraft commanders and superintendents can determine if the photo is for government purposes. These photos are normally taken by audiovisual services, public affairs personnel, or escorted personnel. Government contractors may be authorized to take photos in connection with a government contract; however, these photos require prior approval. Official photography does not require written permission; however, advance notification to the monitoring agency, 78th Security Forces Squadron (SFS), normally prevents delays or interruptions of photographers to verify authorization.

6.20.2. Unofficial Photography. Unofficial photography is not permitted on the airfield or any restricted area. Employees and guests are prohibited from photographing classified material, information, or components. If in doubt about an item's classification, it should not be photographed. Aircraft carrying a Protection Level 3 or higher and transient aircraft should not be photographed without first being cleared with the aircraft commander. Note: 78 OSS Airfield Management should be made aware of all photography on airfield (includes industrial area).

6.20.3. The respective Controlled Area Monitor may authorize photography within a controlled area.

6.20.4. Photography of other areas of Robins AFB requires approval from 78 ABW/PA per procedures listed in 78 ABW OPSEC Plan 10-701. Please consult 78 ABW/PA for guidance.

6.20.5. News media personnel must be escorted by Public Affairs personnel at all times while on the installation.

6.20.6. All personnel are responsible for detecting and reporting any violation of these photography procedures. Personnel detecting unauthorized photography should notify SFS. SFS personnel may confiscate film or digital cameras to determine content. **Note:** Any costs associated with determining content will be at the photographer's expense.

6.21. Tactical Arrival/Departure Procedures. Aircraft at this location do not utilize these procedures.

6.22. Unusual Maneuvers. ATC cannot approve pilot requests to conduct unusual maneuvers unless the maneuver is essential to performance of flight. Unusual maneuvers include unnecessary low passes, unscheduled flybys, practice instrument approaches to altitudes below specific minimums, fighter demonstrations, etc. All requests to conduct an unusual maneuver, specifically maneuvers where a waiver is required, must be coordinated through 78 OSS/OSA and approved by the wing commander or designated representative NLT 60 days prior to the event. Simulated flameout/practice precautionary approaches are not authorized at Robins AFB. **Note:** This does not apply to F-15 Landing Gear Inspection procedures in [paragraph 6.6](#).

6.23. Global Hawk (RQ-4) Operations Procedures: Pilots will comply with the current FAA Certificate of Authorization (COA) and the Letter of Agreement (LOA) in effect between Robins AFB and adjacent ATC facilities.

6.23.1. Ground Operations.

6.23.1.1. The RQ-4 mission initiates with maintenance towing the aircraft to a launch spot (mission start point). Limitation in the aircraft design preclude starting and taxiing from any location other than the surveyed launch spots. Engine start commences usually one hour before takeoff. The Launch and Recovery Element (LRE) pilot, RQ-4 Mobile (call sign “Hawkeye”), and the crew performing the engine start will monitor Robins Ground frequency 121.85 or 275.8 during engine start operations.

6.23.1.2. Designated Engine Start Areas. Taxiway L in front of building 2071 is the primary engine start area for the RQ-4. Taxiway D East, Taxiway D West, Taxiway A, and Taxiway F may be used as alternates.

6.23.1.3. Departure Procedures. Hawkeye will shadow the RQ-4 during takeoff to monitor for excess side drift or aircraft problems. If a takeoff abort is required, Hawkeye or LRE pilot will report over tower frequency “Abort, Abort, Abort”. The aircraft will rapidly decelerate to a stop and remain on the runway until a maintenance team arrives to tow the aircraft. There is no ability for the RQ-4 to taxi clear of the runway following a takeoff abort. It is possible for aircraft programming to reject a pilot-initiated abort and continue a takeoff, or execute an autonomous (non-commanded) abort if specific departure roll parameters are not met. **CAUTION:** Pilots and ATC must be aware that aircraft altitude, performance limitations, or steering point guidance may result in the RQ-4 executing an immediate return and landing opposite direction on the active runway. Robins Tower shall ensure the runway remains clear until a departing RQ-4 reaches 7,000’ MSL.

6.23.2. Arrival Procedures. The LRE will be manned at least 90 minutes prior to all scheduled RQ-4 arrivals. The 4.5 degree approach flown by the RQ-4 is preprogrammed and does not conform to standard instrument approaches. Pilots will ensure the aircraft remains within Class A airspace until under confirmed FAA approved radar observation for the decent phase.

6.23.2.1. The RQ-4 is programmed to land approximately 500’ past the runway threshold. Winds, fuel imbalances, or other factors may affect the exact touchdown point. Hawkeye will monitor landing progress and may, prior to touchdown, call for an aircraft “go-around” over Robins Tower frequency. Once the aircraft is below 200’ AGL, a go-around is no longer possible. **NOTE:** Some RQ-4 emergencies or abnormal conditions will require aircraft shut down on the runway. Once the aircraft has come to a complete stop, maintenance crew will perform post-flight procedures and tow the aircraft off the runway.

6.23.3. ATC Communications. Primary communications between the LRE pilot, Hawkeye, and Robins Tower will be via published ATC frequencies. Secondary communications will be via LMR. In the event of radio failure, the pilot will notify ATC via landline to initiate communications via LMR.

6.23.4. RQ-4 Mobile (Hawkeye) Operations. Hawkeye is responsible to visually clear for the pilot-in-command during all ground operations from engine start through aircraft takeoff and landing until the aircraft is off the runway and the engine is shut down. Hawkeye is responsible for all vehicle operations on the runway during launch and recovery operations. This includes accompanying maintenance crews as necessary.

6.23.4.1. Hawkeye shall not perform ATC functions and will limit use of ATC frequencies to those transmissions necessary for safe RQ-4 operations.

6.23.4.2. Hawkeye shall request approval from Robins Tower prior to entering the CMA and will report “off the runway” once all accompanying vehicles and equipment are off the runway.

6.23.4.2.1. For aircraft departures, Hawkeye will request permission onto the runway after the aircraft is cleared on. Hawkeye and the assigned aircraft are a departure package once on the runway and are solely responsible for safely executing the departure procedures on the runway, including the separation of vehicle and aircraft during the procedure. Accordingly, Hawkeye is authorized to maneuver as needed to accomplish all departure checks for the aircraft, until the aircraft is off the runway. When the LRE pilot commands takeoff, Hawkeye, will allow the RQ-4 to accelerate, thus creating distance between the aircraft and the vehicle. Hawkeye will accelerate if needed to maintain visual contact with the aircraft. Immediately after the RQ-4 has lifted off, Hawkeye will exit the runway expeditiously. Hawkeye will remain with the RQ-4 for an aborted takeoff until emergency vehicle or maintenance teams arrive. Accompanying maintenance vehicles are not automatically cleared onto the runway with Hawkeye. Should additional vehicles be required to accompany Hawkeye, Hawkeye will coordinate for clearance to enter the runway with Robins Tower.

6.23.4.2.2. For aircraft arrivals, Hawkeye will be staged on Taxiway D for Runway 15 or Taxiway F for Runway 33 arrivals and will monitor the approach and landing from there. Hawkeye is automatically cleared onto the runway behind the RQ-4 when the aircraft crosses in front of the staging area. Hawkeye will remain with the aircraft through the taxi or until the maintenance team arrives for towing. Accompanying maintenance vehicles are not automatically cleared onto the runway with Hawkeye. Should additional vehicles be required to accompany Hawkeye, Hawkeye will coordinate for clearance to enter the runway with Robins Tower. Maintenance crews will normally enter the runway from the nearest taxiway to where the aircraft stops.

6.24. Small Unmanned Aircraft System (sUAS) Operations Procedures. All sUAS operations on RAFB will be operated IAW AFMAN 11-502 and ROBNSAFBI 11-502, *Small Unmanned Aircraft Systems*.

6.24.1. Unauthorized UAS operations on the installation pose significant security, flight safety, and OPSEC risks.

6.24.2. All personnel will remain vigilant for unauthorized UAS flights on the installation, and report UAS activity to BDOC or RAFB 911 (ref 78 ABW Installation Defense Plan). *NOTE: Dialing 911 on a mobile phone will ring at Houston County 911, ask dispatcher to connect you to Robins AFB 911 (has checklist for UAS response). On base landline phones automatically ring at RAFB 911 center.*

6.24.3. Treat suspect UAS as a suspicious package and maintain safe visual observation until first responders arrive IAW 78 ABW Installation Defense plan

6.25. Contractors Working on the Airfield. Contractors must check-in daily with AMOPS (468-2114) prior to beginning work each day, if work is located in a movement area or violates a clear zone, a radio will be signed out in AMOPS prior to commencing work. IAW ROBNSAFBI 13-213, Airfield Driving Supplement, it is the responsibility of the Contracting Division or Civil Engineer Group to ensure contractors understand and comply with the airfield driving program. No contractor is authorized to operate a vehicle on Robins airfield until properly trained and access granted.

6.26. Non-standard Airfield Systems or Configurations. Robins AFB does not have any non-standard airfield systems or configurations.

6.27. Exercises. All exercises in/on around airfield will be coordinated through 78 OSS/OSA, Flight Commander/Airfield Manager. Exercises include any Wing or lower-level planned event that requires use of airfield/airspace at Robins AFB.

6.28. Airfield Operations Personnel On-Call and Standby Procedures. Standby time is considered “duty time” used during operating hours when airfield operations personnel are immediately available to resume facility operations. On-call time is not considered “duty time” and is used when airfield operations personnel must be able to be contacted and available to open their respective facility outside of published operating hours.

6.28.1. Airfield Management stand-by procedures:

6.28.1.1. There will always be one Airfield Management Shift Lead (AMSL) on duty in the Airfield Management Operations Section for the duration of all airfield closures.

6.28.1.2. At least one other airfield management personnel will be on stand-by.

6.28.1.3. For any Aircraft Operations and Airfield Responses, the AMSL will notify the AM personnel on stand-by as soon as possible to allow them time to report to the facility.

6.28.1.4. The standby AM personnel will report to the facility within 30 minutes of the notification.

6.28.1.5. Airfield Management Operations personnel will notify the on-call/standby Watch Supervisor of Air Traffic Control.

6.28.1.6. The Airfield Management Operations Section can be reached at COMM: 478-926-2114/2115 or DSN: 468-2114/2115.

6.28.2. Air traffic control tower on-call procedures:

6.28.2.1. Air Traffic Controllers will report to Tower and begin the opening checklist within one hour of notification, unless otherwise directed.

DEEDRICK R. REESE, Colonel, USAF
Commander

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

AFI 10-1001, *Civil Aircraft Landing Permits*, 23 August 2018

Installations AFI 10-1801, *Foreign Governmental Aircraft Landings at USAF Installations*, 25 September 2018

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, 13 February 2018

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO)*, 05 February 2019

AFI 32-2001, *Fire and Emergency Services (F&ES) Program*, 27 February 2014

AFI 48-104, *Tobacco Free Living*, 11 July 2019

AFI 91-202, *The US Air Force Mishap Prevention Program*, 12 March 2020

AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, 05 April 2019

AFMAN 11-502, *Small Unmanned Aircraft Systems*, 29 July 2019

AFMAN 13-204v1, *Management of Airfield Operations*, 22 July 2020

AFMAN 13-204v2, *Airfield Management*, 22 July 2020

AFMAN 13-204v3, *Air Traffic Control*, 22 July 2020

AFMAN 13-204v4, *Radar, Airfield, and Weather Systems*, 22 July 2020

AFMAN 24-604, *Preparing Hazardous Materials for Military Air Shipments*, 09 October 2020

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

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management*, 3 January 2019

FAA JO 7110.65, *Air Traffic Control*, 15 August 2019

ROBNSAFBI 13-213, *Airfield Driving*, 08 February 2023

ROBNSAFBI 21-115, *Crashed, Damaged or Disabled Aircraft Recovery (CDDAR)*, 14 July 2022

ROBNSAFBI 32-2001, *The Fire Protection Operations and Fire Prevention Program*, 08 July 2020

ROBNSAFBI 21-116, *Aircraft Maintenance, Movement, and Parking On The WR-ALC Ramp*, 06 November 2019

ROBNSAFBI 11-502, *Small Unmanned Aircraft Systems*

RAFB PLAN 10-2, *Installation Emergency Management Plan*

RAFB PLAN 13-207, *Unlawful Seizure of Aircraft*

RAFB PLAN 31-101, *Robins Integrated Defense Plan*

RAFB PLAN 91-204, *Aircraft Mishap Response Plan*

RAFB PLAN 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH)*

T.O. 35E8-2-5-1, *BAK-12*

UFC-3-260-01, *Airfield and Heliport Planning and Design*, 04 February 2019

Adopted Forms

AF IMT 457, *USAF Hazard Report*

AF IMT 483, *Certificate of Competency*

AF IMT 651, *Hazardous Air Traffic Report*

AF Form 847, *Recommendation for Change of Publication*

AF IMT 1297, *Temporary Issue Receipt*

Abbreviations and Acronyms

ABW—Air Base Wing

ACW—Air Control Wing

AF—Air Force

AFD—Airport Facilities Directory

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFMC—Air Force Materiel Command

AFRC—Air Force Reserve Command

AGL—Above Ground Level

AIREVAC—Aeromedical Evacuation

AISR—Aeronautical Information System Replacement

ALAN—Aircraft Landing Authorization Number

ALC—Air Logistics Complex

ALSF—Approach Light System with Sequenced Flashing Lights

AM—Airfield Management

AMC—Air Mobility Command

AMOPS—Airfield Management Operations

ANG—Air National Guard

AO—Airfield Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight
AOF/CC—Airfield Operations Flight Commander
APA—Alert Parking Area
ARTCC—Air Route Traffic Control Center
ATC—Air Traffic Control
ATIS—Automatic Terminal Information Service
BAK—Barrier Arresting Kit
BASH—Bird Aircraft Strike Hazard
BWC—Bird Watch Condition
CCTLR—Chief Controller
CE—Civil Engineer
CMA—Controlled Movement Area
DD Form—Department of Defense Form
DME—Distance Measuring Equipment
DoD—Department of Defense
DoT—Department of Transportation
ELT—Emergency Locator Transmitter
EOC—Emergency Operations Center
EPU—Emergency Power Unit
ERO—Engine Running On/Off
ETA—Estimated Time of Arrival
DV—Distinguished Visitor
FAA—Federal Aviation Administration
FLIP—Flight Information Publication
FMS—Foreign Military Sales
FOD—Foreign Object Damage
FPCON—Force Protection Condition
FS—Full Stop
FSS—Flight Service Station
HATR—Hazardous Air Traffic Report
HCP—Hot Cargo Parking
HHQ—Higher Headquarters

HIRL—High Intensity Runway Lights
IAW—In Accordance With
IC—Incident Commander
IFM—Integrated Flight Management
IFR—Instrument Flight Rules
ILS—Instrument Landing System
JSTARS—Joint Surveillance and Target Attack Radar System
LA—Low Approach
LMR—Land Mobile Radio
LOA—Letter of Agreement
MAJCOM—Major Command
MCN—Middle Georgia Regional Airport
MHZ—Megahertz
MOC—Maintenance Operations Center
MSL—Mean Sea Level
NAS—National Airspace System
NEW—Net Explosive Weight
NLT—No Later Than
NM—Nautical Mile
NORDO—No Radio
NOTAM—Notice to Airmen
NVD—Night Vision Device
OG/CC—Operations Group Commander
OI—Operating Instruction
OPR—Office of Primary Responsibility
OSS—Operations Support Squadron
PAPI—Precision Approach Path Indicator
PCAS—Primary Crash Alarm System
PIREPS—Pilot Reports
PMSV—Pilot-to-Metro Service
POB—Personnel On Board
POC—Point of Contact

POL—Petroleum, Oils, Lubricant
POFZ—Precision Obstacle Free Zone
PPR—Prior Permission Required
PTD—Pilot-to-Dispatch
RAFB—Robins Air Force Base
RAWS—Radar, Airfield & Weather Systems
RCP—Robins Command Post
RCR—Runway Condition Reading
RDS—Records Disposition Schedule
RON—Remain Overnight
RSC—Runway Surface Condition
RSRS—Reduced Same Runway Separation
SCN—Secondary Crash Net
SFS—Security Forces Squadron
SOF—Supervisor of Flying
TA—Transient Alert
TAA/D—Threat Avoidance Arrivals and Departures
TACAN—Tactical Air Navigation
TERPS—Terminal Instrument Procedures
TFT—Total Flight Time
TG—Touch and Go
TO—Technical Order
TRACON—Terminal Radar Approach Control
TRSA—Terminal Radar Surveillance Area
UFC—Unified Facilities Criteria
UHF—Ultra High Frequency
US—United States
USAF—United States Air Force
VFR—Visual Flight Rules
VHF—Very High Frequency
WR-ALC—Warner Robins Air Logistics Complex
WS—Watch Supervisor

Attachment 2 AIRFIELD DIAGRAM

Figure A2.1. Robins Airfield Diagram.

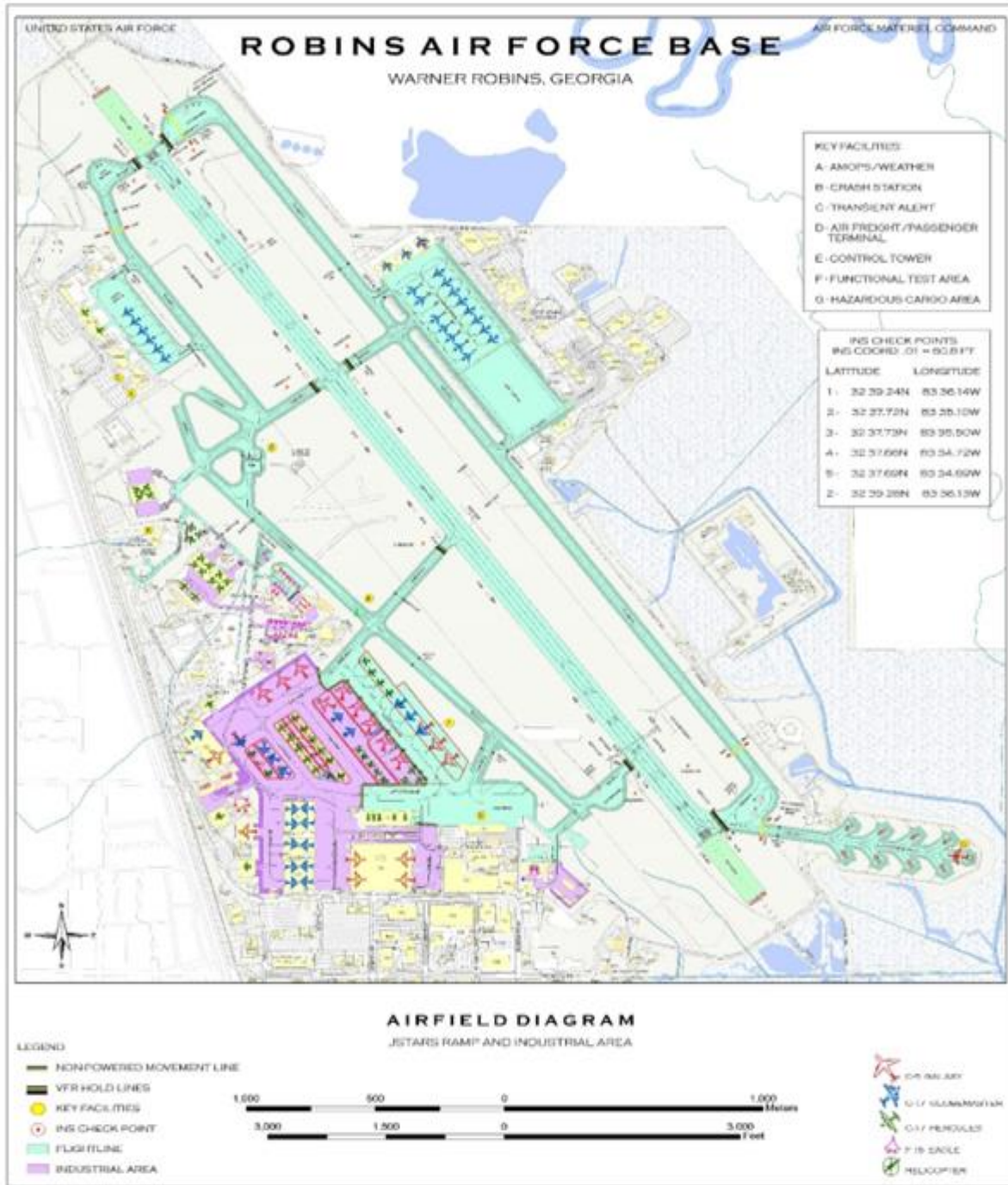
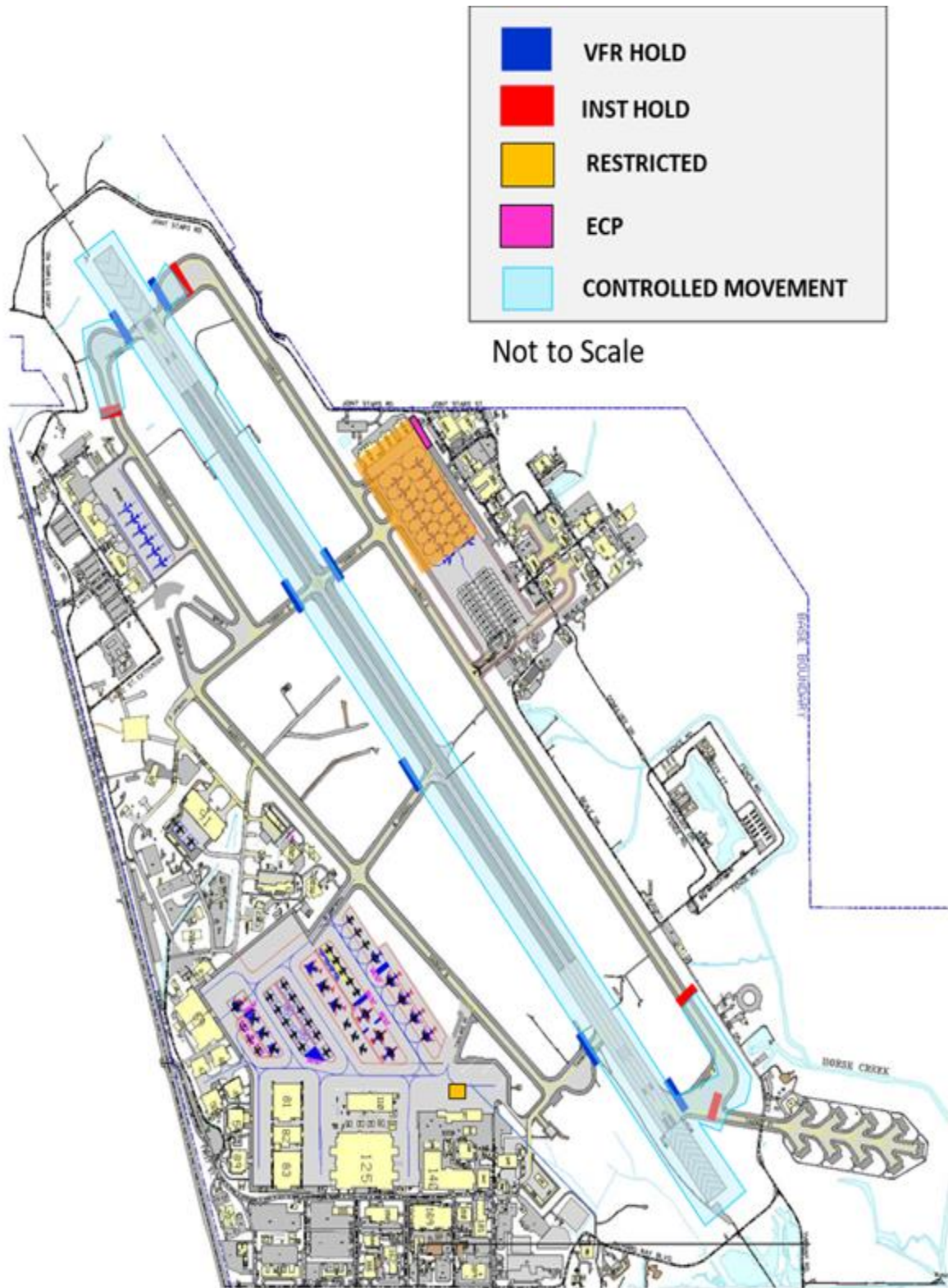


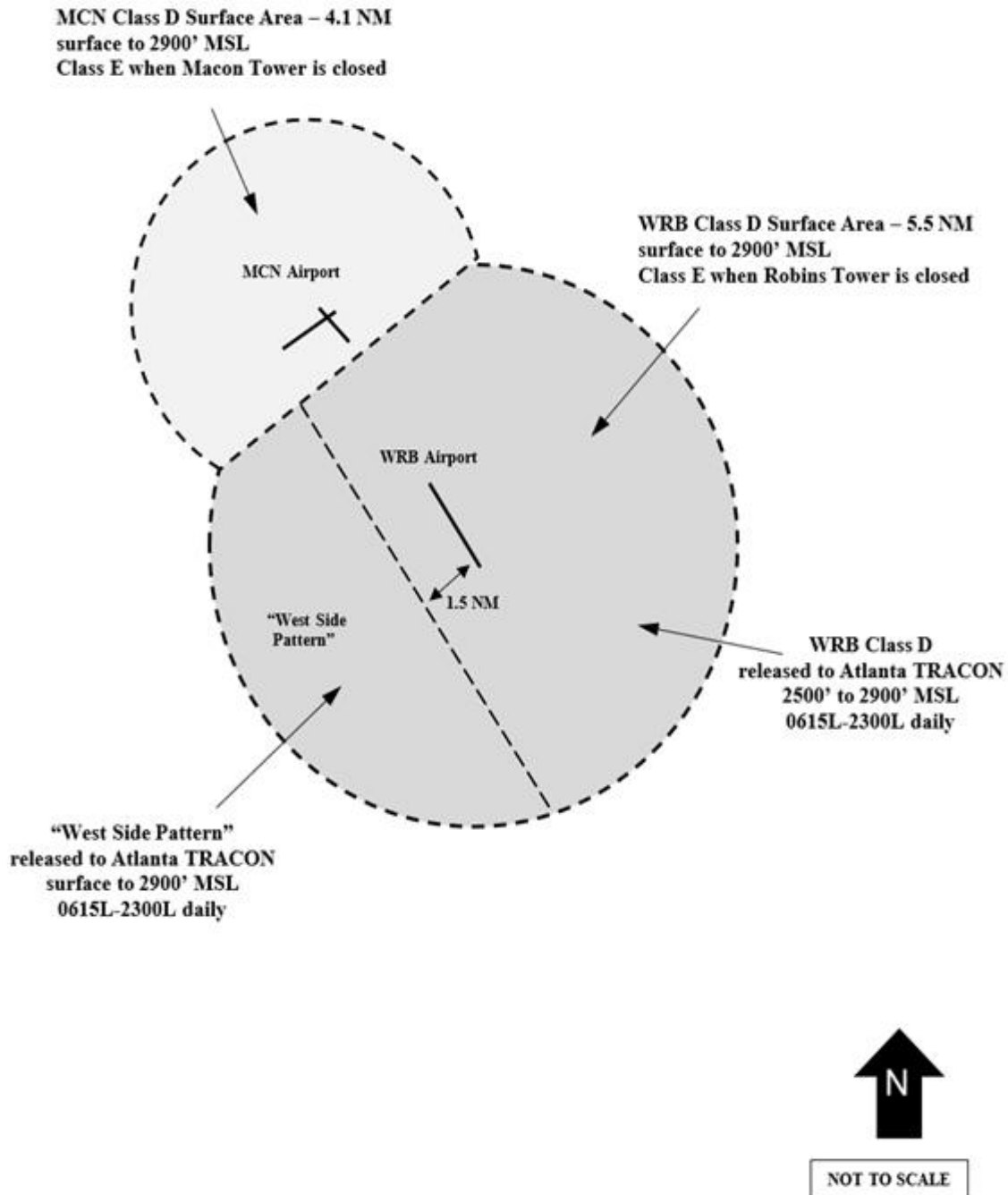
Figure A2.2. Robins AFB Controlled Movement Area.



Attachment 3

ROBINS AIR FORCE BASE AIRSPACE

Figure A3.1. Robins AFB and Middle Georgia Regional Airport Class D Airspace.



Attachment 4

ROBINS AIRFIELD TRAFFIC PATTERNS

Figure A4.1. Runway 33 Traffic Patterns.

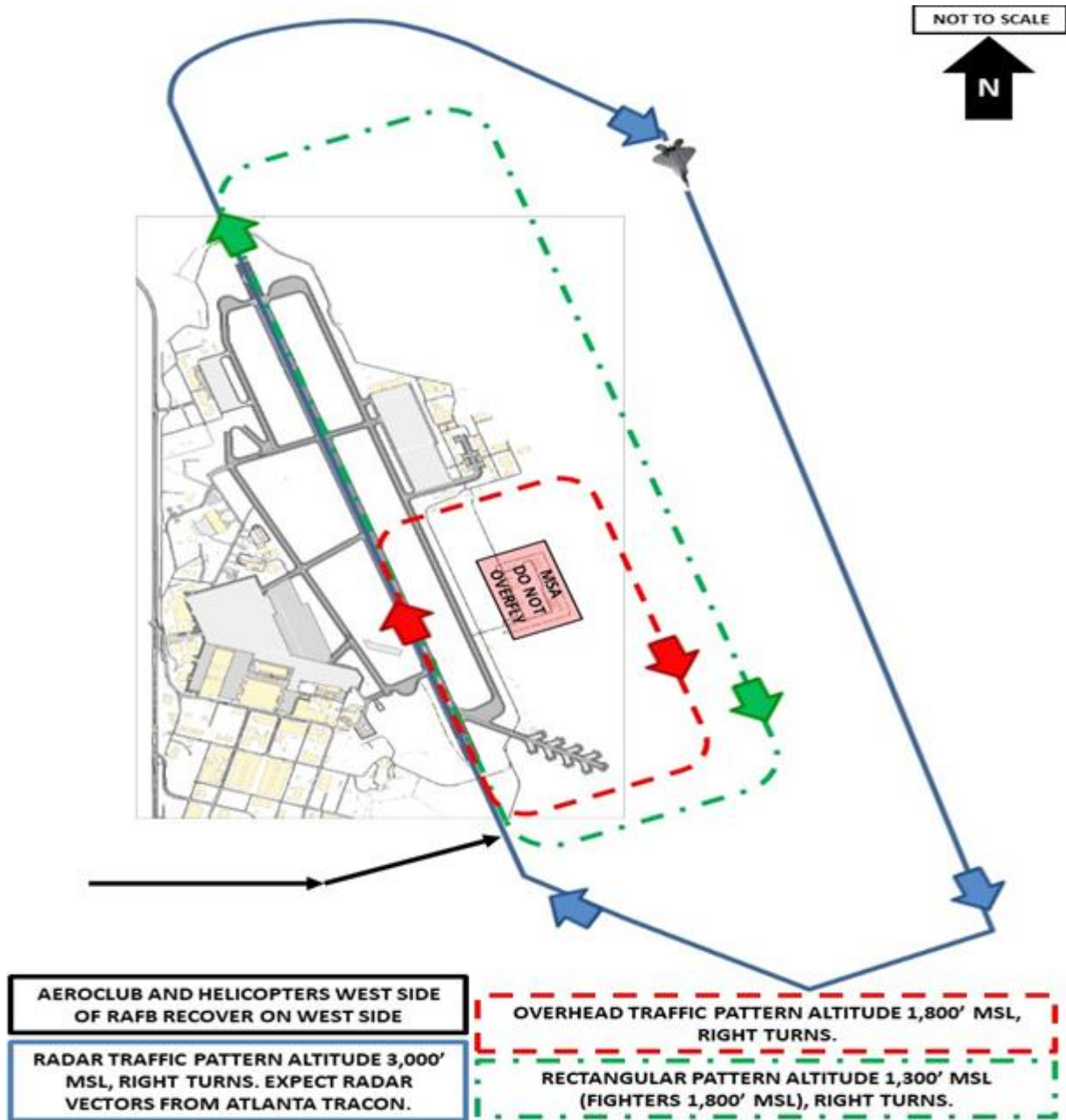
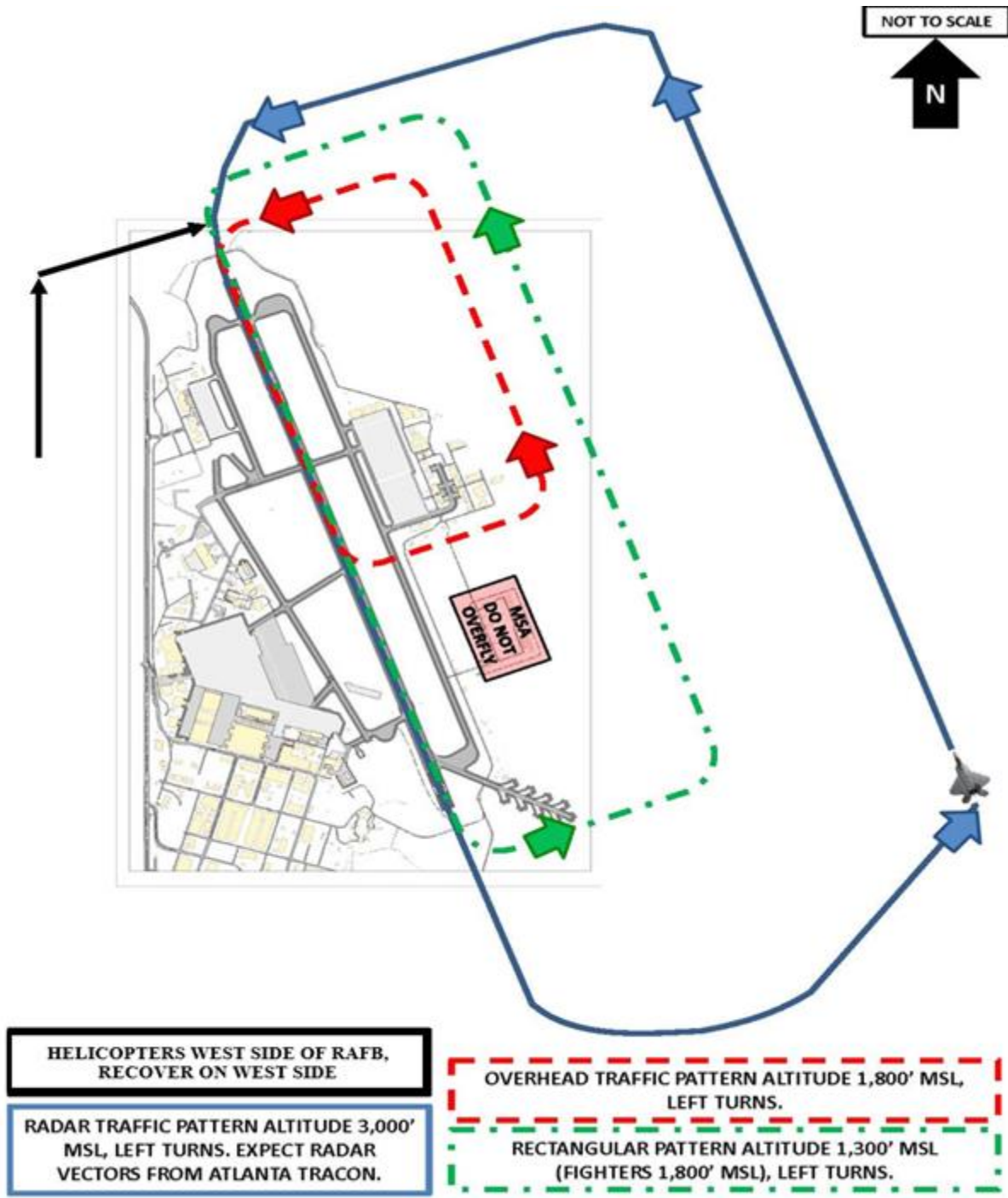


Figure A4.2. Runway 15 Traffic Patterns.



Attachment 5
INSTRUMENT CRITICAL AREAS

Figure A5.1. Runway 33 Instrument Critical Areas.

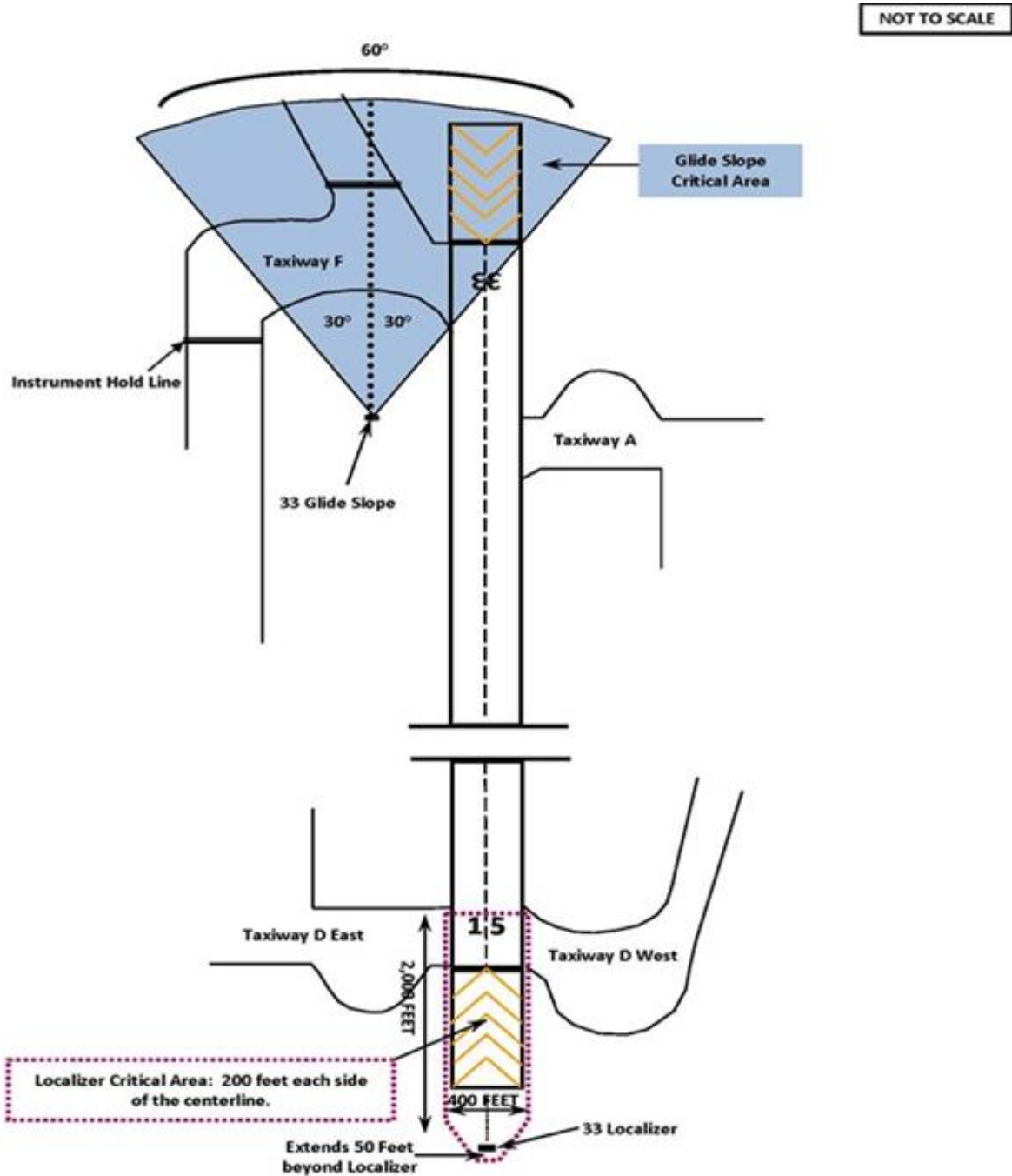
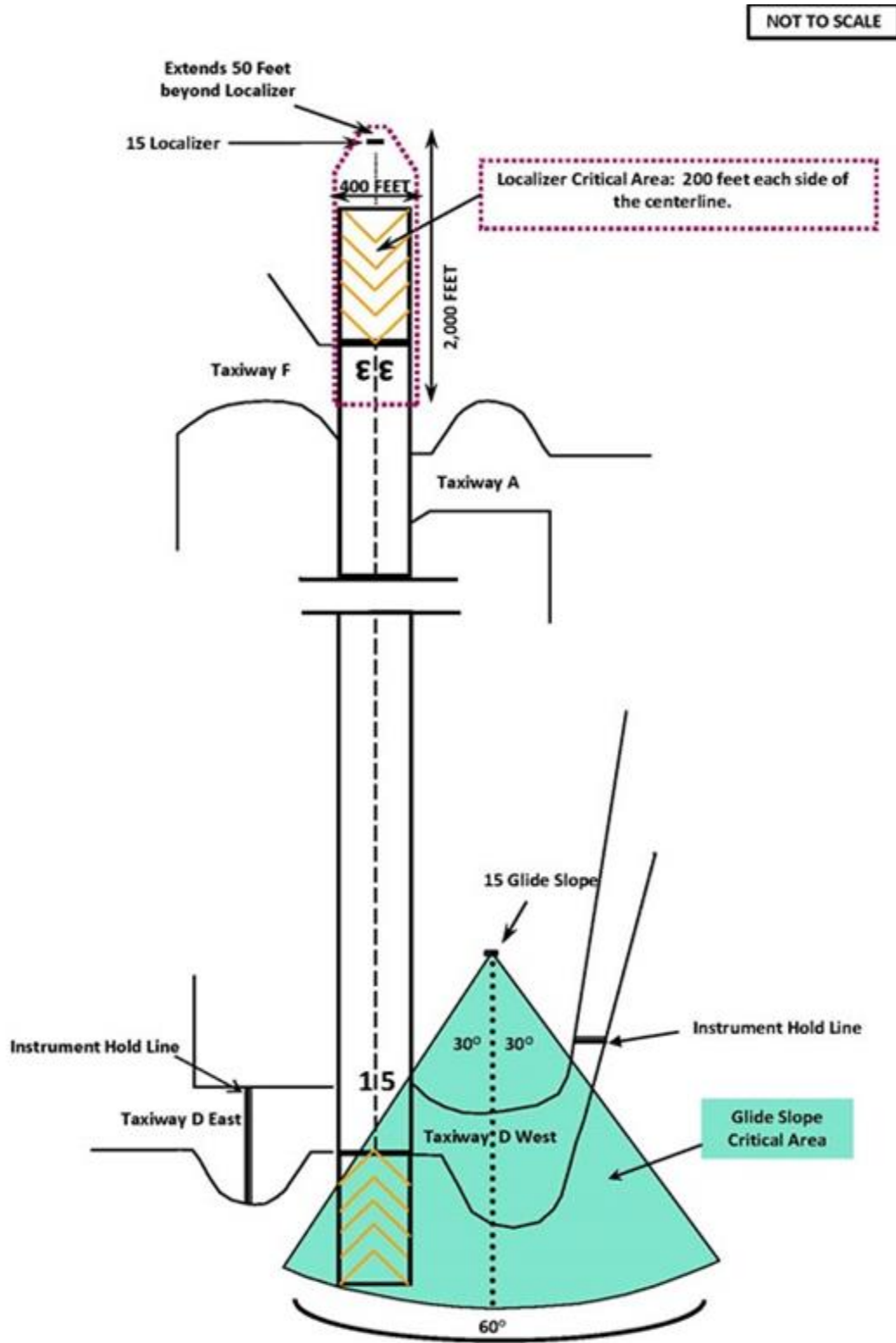


Figure A5.2. Runway 15 Instrument Critical Areas.

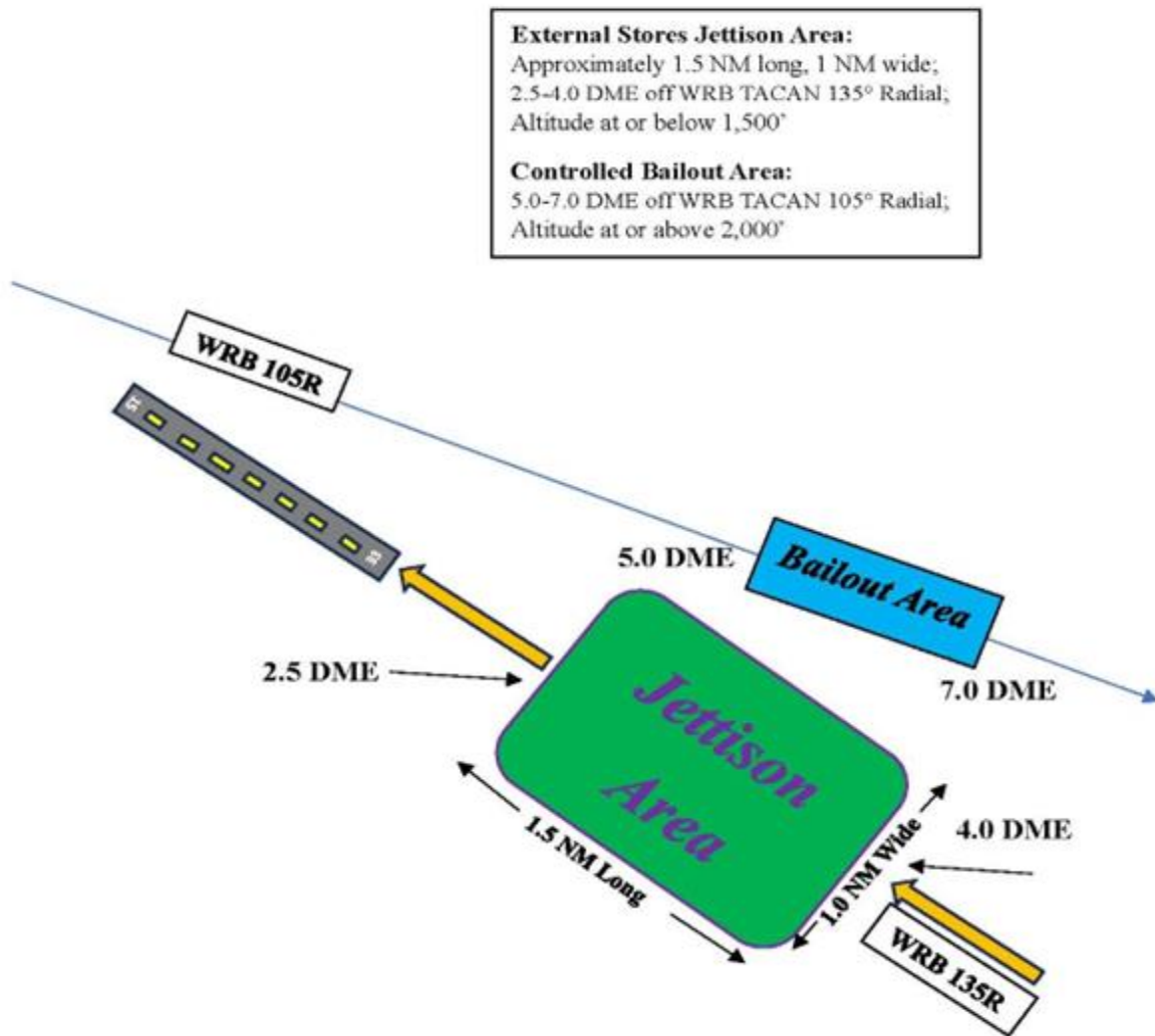


Attachment 6

EXTERNAL STORES JETTISON AND CONTROLLED BAILOUT AREAS

Figure A6.1. External Stores Jettison and Controlled Bailout Areas.







(NOT TO SCALE)



Attachment 7

AIR TRAFFIC CONTROL LIGHT GUN SIGNALS

Figure A7.1. ATC Light Gun Signals.

| Signal | Aircraft in flight | Aircraft on the ground | Vehicles or personnel |
|---|---|---|--------------------------|
| Flashing White  | N/A | Return to starting point | Return to starting point |
| Steady Green  | Cleared to land | Cleared for takeoff | Cleared to cross/proceed |
| Flashing Green  | Cleared to approach airport, or return to land | Cleared to taxi | N/A |
| Steady Red  | Continue circling, give way to other aircraft | Stop | Stop |
| Flashing Red  | Airport unsafe, do not land | Immediately taxi clear of runway in use | Clear the taxiway/runway |
| Alternating Red and Green  | Exercise extreme caution | Exercise extreme caution | Exercise extreme caution |
| Blinking Runway Lights | Aircraft, vehicles, and personnel immediately exit the runway | | |

Attachment 8

AIRFIELD RESCUE AND FIREFIGHTING (ARFF) CAPABILITY

Figure A8.1. ARFF Capability Levels.

| | Level A | Level B | Level C | Level D |
|---|----------|------------------|------------------|----------------|
| | 100% | 99-76% | 75-50% | 49-0% |
| Normal Flying | Continue | Continue | Consider Curtail | Stop |
| Non-alert Area A/C Maintenance Fuel Cell Repair Fuel/de-fuel | Continue | Consider Curtail | Consider Curtail | Stop |
| Alert Area A/C Maintenance Fuel/de-fuel Weapons load/unload | Continue | Consider Curtail | Consider Curtail | Stop |
| Alert Exercise A/C Quick start | Continue | Consider Curtail | Stop | Stop |
| Airborne Emergency | Continue | Consider Divert | Divert if able | Divert if able |

LEVEL A: Firefighting and Rescue capability is adequate to manage common emergencies involving aircraft and structures. No vehicle or manpower limitations exist beyond built-in acceptable risk. Continue normal activity.

LEVEL B: Firefighting and Rescue capability are less than optimum to assure successful aircraft firefighting and rescue involving large aircraft or structural fire suppression. Consider curtailing hazardous maintenance activities such as fuel systems work in facilities without properly installed fire protection systems. Consider reducing large aircraft movements.

LEVEL C: Firefighting and Rescue capabilities are minimal. Vehicle and manpower limitations will prevent successful firefighting and rescue from any aircraft when fire is beyond its incipient stages. Consider stopping all aircraft maintenance activities performed inside, all fuel cell repairs, and all aircraft movements that are not mission essential.

LEVEL D: Firefighting and Rescue capability are almost nonexistent. Vehicle and manpower limitations are expected to prevent successful firefighting or rescue. All activities that create or contribute to increased fire risk should cease, including all aircraft movements and maintenance.