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SCOTT AIR FORCE BASE (AMC)

SCOTT AIR FORCE BASE
INSTRUCTION

13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS

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This instruction implements AFMAN 13-204, **Volume 1** and Air Mobility Command (AMC) Supplement, *Management of Airfield Operations*, AFMAN 13-204, **Volume 2**, and AMC Supplement, *Airfield Management*, AFMAN 13-204, **Volume 3**, and AMC Supplement, *Air Traffic Control*, and AFMAN 13-204, **Volume 4** AMC Supplement, *RADAR, Airfield, and Weather Systems*, and provides guidance for aircraft, vehicle, and personnel operations at Scott AFB (SAFB) and the portion of Mid America St. Louis Airport that is part of the Controlled Movement Area (CMA). Procedures established in this instruction apply to personnel assigned to the 375th Air Mobility Wing (AMW), the 932d Airlift Wing (AW) (AFRES), the 126th Air Refueling Wing (ARW) (ANG), tenant units assigned to Scott AFB, and aircraft that transit Scott AFB in a temporary duty status. Ensure all records created as a result of processes prescribed in this publication are maintained IAW AFI 33-322, *Management of Records and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Recommended changes and questions about this publication should be sent to the 375th Operations Support Squadron (OSS), Airfield Operations Flight (375 OSS/OSA) using the DAF Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication requires the collection and maintenance of information protected by the Privacy Act of 1974 authorized by Title 10, United States Code, **Section 8013.** The applicable Privacy Act SORN(s) F036 AF PC C, *Military Personnel Records System*, is available at http://dpcld.defense.gov/Privacy/SORNs.aspx.

SUMMARY OF CHANGES

This document has been substantially revised and must be completely reviewed. Changes include addition of TACAN-A procedures, flight plan procedures, C2IMERA guidance, and sUAS procedures. Changes have also been made to 126 ARW capabilities and procedures, Incident Commander procedures during mishaps, and the removal of opposite direction restrictions.

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Chapter 1

ADMINISTRATIVE GUIDANCE

1.1. Reproduction. Reproduction of this instruction in whole or in part is authorized to prepare supporting procedures only. Appendices and unit critical information (CI) lists can be reproduced and posted "CONTROLLED UNCLASSIFIED INFORMATION" in unit read files.

1.2. Implementation. Many procedures contained herein task specific agencies for specific actions. This instruction meets the requirement as the SAFB/MidAmerica St. Louis Airport Flight Procedures Manual, as established by the Joint Use Agreement, **Paragraph 1I,** dated September 26, 2016. MidAmerica St. Louis Airport operations maintain separate operating policies governing aircraft and vehicle operations on aircraft ramps or aprons.

1.2.1. Reference AFI 33-332, *Air Force Privacy and Civil Liberties Program*, for further Privacy Act guidance.

1.3. Roles and Responsibilities. Commanders (CC) and supervisors are responsible for implementing the procedures of this instruction as they pertain to their assigned function.

1.4. General Prudential Rule. The procedures and policies set forth herein are not intended to cover every contingency nor every rule of safety and good practice. Operations or procedures not specifically addressed may be accomplished if they enhance safe and effective mission accomplishment.

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

1.5. Revisions. IAW AFMAN 13-204V1 AMC Supplement, this instruction will be reviewed annually.

1.6. Scope. This instruction prescribes Air Traffic Control (ATC), Airfield Management (AM) and aircraft, vehicles, and personnel procedures for SAFB. AFMAN 13-204V1 AMC Supplement, **Attachment 2** specifies applicable items that must be addressed herein. Command and wing directives will be consulted in order to determine how to perform specific operations. The procedures described here are directive in nature and apply to personnel and aircraft assigned to SAFB; MidAmerica St. Louis Airport except where exempted, the 375 AMW, the 126 ARW, and the 932 AW. Deviations from the procedures outlined herein are authorized when flying safety dictates, or when directed by Kansas City Center, St. Louis Approach Control, SAFB Air Traffic Control Tower (ATCT), or AM. **Note:** The use of "AM" throughout this instruction refers to the 375 OSS Airfield Management (OSAA) unless prefixed otherwise.

1.7. Policy. Each partner unit or assigned organization is responsible for ensuring its personnel are familiar with this instruction.

1.7.1. Word Meanings. The following definitions apply within this instruction.

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

1.7.1.2. Should—indicates a recommended procedure.

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

1.8. Disseminating Airfield Information.

1.8.1. AM personnel will advise the 375 AMW/932 AW Consolidated Command Post (375/932 CP), the 126 ARW Command Post (126 ARW/CP), MidAmerica St. Louis Airport/Airport Operations Center (AOC), and ATCT when there is a change to airfield operating conditions.

1.8.2. The 126 ARW Operations or the 126 ARW/CP will contact AM whenever the status of any portion of the 126 ARW ramp changes. Examples of changes are individual parking spot closure for repair, taxilane restrictions, ramp painting, or other projects that would impede aircraft movement through the area.

1.8.3. The 375th Civil Engineer Squadron Fire Department (375 CES/CEF) notifies AM, the 375/932 CP, the 126 ARW/CP, and the MidAmerica St. Louis Airport/AOC when SAFB Aircraft Rescue and Fire Fighting (ARFF) capability changes (see Paragraphs **6.12 A**nd **6.13** of this instruction for further information on reduced CEF capabilities). **Note:** Fire response priorities will be accomplished IAW Joint Use Agreement.

Chapter 2

GENERAL INFORMATION

2.1. Hours of Operation. Airfield Management and the 375 OSS/OSAB ATCT hours of operation are 24 hours/7 days a week. The 375 OSS/OSAM Radar, Airfield and Weather Systems (RAWS) works 0800-1600 and is available through a standby schedule to support responses 24 hours/7 days a week as applicable.

2.2. Airfield Information.

2.2.1. Location. SAFB/MidAmerica St. Louis Airport (KBLV) is located in southwestern Illinois approximately 17 nautical miles (NM) southeast of St. Louis, Missouri. SAFB/MidAmerica St. Louis Airport is a "joint use" facility with SAFB to the west and MidAmerica St. Louis Airport to the east.

2.2.2. Airfield Property Lines. Silver Creek roughly defines the separation of properties between MidAmerica St. Louis Airport and SAFB. However, MidAmerica St. Louis Airport is responsible for maintenance of taxiway (TWY) Golf pavement over the East Drive tunnels. After 2024, the portion of TWY Golf pavement over the tunnels that go under the TWY and up to and including Silver Creek Bridge will revert to SAFB.

2.2.3. SAFB's center of the airfield is located at coordinates: N 38°32'38.55" W 89° 51'09.36". Field elevation for SAFB/MidAmerica St. Louis Airport is 459' above Mean Sea Level (MSL).

2.3. Runway, Taxiways, and Aprons. See **Attachment 2**.

2.3.1. Runway (RWY) 14R/32L and supporting airfield data at SAFB. Portions of SAFB were constructed to varied standards to include Pre-United Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design* criteria and Federal Aviation Administration (FAA) standards. The airfield is maintained to current UFC criteria with some pre-UFC configurations and FAA criteria permanently waived by AMC.

2.3.2. RWY 14R/32L is made up of grooved asphalt and concrete, 8,006' long, 150' wide with the first 25' of the shoulders being non-stressed asphalt. The first 2,010' of RWY 14R (north end) has a concrete touchdown zone; RWY 32L (south end) has an asphalt touchdown zone.

2.3.2.1. RWY 14R has 8,006' available for landing and takeoffs.

2.3.2.2. RWY 32L threshold is displaced 186', leaving 7,820' available for landing and 8,006' for takeoffs. The departure end of RWY 32L has a 1,000' long by 150' wide asphalt overrun.

2.3.2.3. The elevation at RWY 14R threshold is 459' MSL and the elevation at RWY 32L threshold is 439' MSL.

2.3.2.4. Only aircraft weighing less than 41,000 pounds are authorized 180-degree (°) turns on RWY 14R/32L asphalt surface. Aircraft approved to make 180-degree turns on the asphalt portion of the runway must do so at taxi speed with no locked wheels.

2.3.3. RWY 14L/32R (MidAmerica St. Louis Airport runway). RWY 14L/32R is made of grooved concrete, 10,000' long, 150' wide, with 12' of the shoulder being paved with non-stressed asphalt and no overruns.

2.3.3.1. MidAmerica St. Louis Airport was built to Title 14 Code of Federal Regulations (CFR), Chapter 1, Part 139, *Certification of Airports*, specifications.

2.3.3.2. The threshold elevations for RWY 14L and 32R are 442' MSL.

2.3.4. The Runway Safety Area (RSA) is defined as an area 250' either side of RWY 14R/32L and 14L/32R centerlines (500' in total width) extending for 1000' beyond the end of each runway. While operating in the RSA, personnel will maintain two-way radio contact with the ATCT and will give way to aircraft to the maximum extent possible.

2.3.5. SAFB Taxiways & Taxilanes.

2.3.5.1. Alpha (A). TWY A parallels the entire length of the west side of RWY 14R/32L. It is 75' wide concrete with a 12' non-stressed asphalt shoulder. TWY A centerline is 450' from the centerline of RWY 14R/32L.

2.3.5.2. Echo (E). TWY E between RWY 14R/32L and the 126 ARW Ramp is 75' wide asphalt with 12.5' non-stressed asphalt shoulders. TWY E between North Ramp and RWY 14R/32L is 75' wide asphalt with 25' non-stressed asphalt shoulder.

2.3.5.3. Golf (G). TWY G is the main TWY between the 375 AMW, the 126 ARW Ramps, and MidAmerica St. Louis Airport Runway. TWY G from the Scott Main Ramp eastward to the curves near the 126 ARW Ramp is 75' wide asphalt with a 25' non-stressed asphalt shoulder. TWY G from the curves at the 126 ARW Ramp to the east side of RWY 14L/32R is made of 75' wide concrete with 12' non-stressed asphalt shoulders.

2.3.5.4. Romeo (R). TWY R is a short taxiway that intersects the main ramp and the southernmost portion of South Foxtrot Apron. TWY R is 75' wide asphalt and has no shoulders. **Note:** TWY R is primarily used to access parking spot 31 and as a tow lane to access the hangar. During the spring (Mar – Apr) the PCN of TWY R decreases to a 7.

2.3.5.5. MidAmerica St. Louis Airport Supporting TWY Data. TWYs Kilo One (K1) through K6 at MidAmerica St. Louis Airport are 75' wide concrete with 12' non-stressed shoulders. TWY G from TWY K to Golf Ramp is 60' wide concrete with 8' non-stressed asphalt shoulders.

2.3.6. Ramps & Aprons.

2.3.6.1. SAFB Ramp. The military ramp on the west side of the airfield is called the Main Ramp. For further delineation, it is broken down into Spots 1-7 being called the North Ramp, Spots 13-15 the Distinguished Visitor (DV) Ramp, and Spots 16-29 the South Ramp. There is a taxilane located on the west and east side of the Main Ramp.

2.3.6.2. Foxtrot Apron (F). Foxtrot Apron is the pavement east of the Main Ramp and extends north and south of TWY G. North Foxtrot Apron is north of TWY G and is 150' wide asphalt with no paved shoulder. South Foxtrot Apron is south of TWY G and is 150' wide asphalt with a 25' shoulder paved with non-stressed asphalt. West Foxtrot Apron is a spur that juts out west of South Foxtrot Apron and is 75' wide asphalt with a 25' non-

stressed asphalt shoulder. Foxtrot Apron is normally reserved for large and heavy aircraft parking.

2.3.7. Permanently Closed/Unusable Portions of Airfield. Old TWY Delta (located on the northwest portion of SAFB main ramp directly in front of Fire House 1) is permanently closed and only used for fire department training vehicles. Old TWY Hotel on the south end of the RWY 14R/32L is permanently closed and for vehicle use only. All surfaces are marked with large yellow Xs.

2.3.8. MidAmerica St. Louis Airport Apron. The MidAmerica St. Louis Airport Aprons are referred to as the civil aprons and are further broken down and named Golf Apron, Cargo Apron, and Terminal Apron.

2.3.9. Air National Guard (ANG) Ramp. The ANG Ramp may also be referred to as the 126 ARW Ramp. It is located between both runways and connected to RWY 14R/32L by TWY Golf and TWY Echo. ANG Ramp is designed, sized, and striped for KC-135 aircraft only. Aircraft larger than a KC-135 will not have proper wingtip clearances.

2.3.10. Non-standard airfield systems or configurations. There are no non-standard airfield systems or configurations at Scott AFB.

2.4. Runway Selection Procedures.

2.4.1. Runway in use will be determined by the ATCT Watch Supervisor (WS) IAW FAA Order (FAAO) Joint Order (JO) 7110.65, *Air Traffic Control*.

2.4.2. ATCT will notify St. Louis Gateway Terminal Radar Approach Control (T-75), AM, MidAmerica St. Louis Airport AOC, SAFB Fire Department, and the base weather station when a runway change is made.

2.4.3. AM will notify the 375/932 CP and the 126 ARW/CPs of active runway changes.

2.4.4. RWYs 32L and 32R are designated as the primary calm wind runways. RWY 32R is designated the calm wind instrument runway.

2.5. Controlled Movement Area (CMA).

2.5.1. CMA Description.

2.5.1.1. The CMA on the military side of the airfield is as follows: Extends 1000’ either side of RWY 14R/32L centerline and extends to the jogging paths on both north and south ends of the airfield. Additionally, the CMA extends 200’ either side of TWY G from Golf Ramp (MidAmerica St. Louis Airport Side) to just east of Foxtrot Apron. Exceptions are the base golf course on the east side of the airfield and Hangar Road where it passes Fire Station 1 on the west side of the airfield. See **Attachment 2** for a depiction of the area.

2.5.1.2. The CMA on the civil side of the airfield east of Silver Creek is as follows: Extends 400’ to the west of the RWY 14L/32R centerline and 610’ from the east of the RWY centerline. It also extends 1000’ past both runway ends.

2.5.1.3. All TWYs located in the area described above are inside the CMA.

2.5.2. ATCT is the controlling agency for aircraft, vehicles, and pedestrians entering the CMA. Contact ATCT prior to entering the CMA via two-way radio communications and maintain contact until leaving the CMA. When operating on the CMA, operators will use the

Tower Talk Group/Tower Net to communicate with the ATCT. During airfield emergencies, Scott and MidAmerica St. Louis Airport fire vehicles will communicate with the ATCT on the Fire 1 Talk Group also referred to as the Crash Net. In the event of lost communication with ATCT while operating on the CMA, light gun signals will be utilized IAW SCOTTAFBI 13-213, *Airfield Driving Instruction*. **Note:** SAFB Ramps and aircraft parking aprons are uncontrolled movement areas. MidAmerica St. Louis Airport Golf and Cargo Aprons are limited access and require approval from the MidAmerica St. Louis Airport AOC via phone prior to entry. MidAmerica St. Louis Airport Terminal Apron is a secure area, only MidAmerica St. Louis Airport approved vehicles and individuals with an MidAmerica St. Louis Airport media identification access are authorized onto the Terminal Apron without escort. An AF Form 483, *Certificate of Competency,* flight line driver card does not authorize access to MidAmerica St. Louis Airport's Aprons unless it has been previously coordinated with MidAmerica St. Louis Airport (coordination may be completed through the approval of official plans, i.e., *Joint Snow Removal and Ice Control Plan*).

2.5.2.1. During ATCT Evacuations and/or closures, only emergency response vehicles are permitted on the CMA. AM has approval authority for all other vehicles on a case-by-case basis.

2.6. Control of Ground Traffic.

2.6.1. Taxi Instructions.

2.6.1.1. Clearance delivery and taxi instructions will be issued by the ATCT. Taxi instructions will be issued to all aircraft by the ATCT prior to taxi.

2.6.1.2. Aircraft will taxi to the active runway unless an operational advantage is gained by taxiing the aircraft to the opposite runway and/or the pilot requests the opposite runway.

2.6.1.3. Airfield Manager (AFM) and MidAmerica St. Louis Airport Assistant Airport Director will notify the ATCT of alternate taxi routes when normal taxi routes are unavailable.

2.6.1.4. Aircraft planning to stop at Navigational Aid (NAVAID) ground checkpoints will advise the ATCT prior to taxiing.

2.6.2. Airfield vehicle operations. See SCOTTAFBI 13-213, for specific procedures relating to the following areas.

2.6.2.1. Responsibilities. Overview of AM, individual unit, and CC responsibilities for control of vehicle/pedestrian operations on the airfield.

2.6.2.2. Airfield driving requirements.

2.6.2.3. Airfield driving violations and penalties.

2.6.2.4. Vehicle traffic procedures. All vehicles on the flight line access road just west of the parking spots must stop in a position to allow at least a 25' wing tip clearance while the aircraft is taxiing into or out of parking. Transient alert will ensure vehicles are holding as required before authorizing the aircraft to move. **Note:** Vehicles using the vehicle access road in front of Spots 16 through 29 must ensure they maintain a 25' wing tip clearance from aircraft taxiing on the taxilane on the west side of the South Ramp.

2.6.2.5. Vehicle call signs.

2.6.2.6. Emergency vehicle operations (fire and rescue, ambulance, security forces).

2.6.2.7. Airfield construction/work crew/maintenance restrictions.

2.7. Airfield Lighting Systems. Airfield lighting controls are located in the ATCT. The 375 CES airfield lighting personnel are on 24/7 standby recall for airfield lighting outages.

2.7.1. RWY lighting.

2.7.1.1. RWY 14R/32L (SAFB). Equipped with High Intensity RWY Lights (HIRL), High Intensity Approach Lighting System with Sequence Flashing Lights (ALSF-1) and Precision Approach Path Indicators (PAPI). Amber filters are mounted on the HIRLs that outline the last 2,000' of the departure end of the RWY. Three lit wind cones are positioned approximately 260' from the RWY centerline. One wind cone is adjacent to each RWY touchdown zone; one is midfield, east of the RWY and north of TWY G. Standard illuminated RWY Distance Remaining Markers (DRM) are located on both sides of RWY 14R/32L at 1,000' intervals.

2.7.1.2. RWY 14L/32R (MidAmerica St. Louis Airport). RWY 32R is equipped with HIRL, Medium Intensity Approach Lighting System With Runway Alignment Indicator Lights (MALSR), and PAPI service, additionally RWY End Identifier Lights (REILS) are located on RWY 14L. **Note:** RWY 14L is not equipped with an ALS. Amber filters on HIRLs outline the last 2,000' of the departure end of the RWY. Three lit wind cones are positioned on the side of RWY 14L/32R: one at each RWY touchdown zone and one at midfield abeam the Cargo Ramp. **Note:** RWY 14L PAPI is located on the west side of the RWY. Standard illuminated RWY DRMs are only located on the west side of RWY 14L/32R at 1,000' intervals.

2.7.2. Airfield lighting responsibilities.

2.7.2.1. ATCT will include the following statement on the Automatic Terminal Information System (ATIS): "APPROACH LIGHTS OUT, CHECK FLIGHT INFORMATION PUBLICATIONS (FLIPS) FOR NO LIGHT APPROACH MINIMUMS" when approach lighting is out of service.

2.7.2.2. AM will:

2.7.2.2.1. Inspect SAFB airfield lighting systems daily during daylight hours IAW AFMAN 13-204V2 AMC Supplement. TWY edge lights, runway edge lights, and obstacle lights will be observed for physical damage, grass height around light base, dirt, and any other obstacles that may obscure visibility.

2.7.2.2.2. Document results of daily inspections on SAFB Airfield Inspection/Check Checklist.

2.7.2.2.3. Contact 375 CES Electric Shop for all light systems outages requiring repairs. Only defer maintenance outages identified after normal duty hours until the next duty day as long as aircraft safety is not degraded.

2.7.2.2.4. Submit emergency work orders for system outages that seriously curtail or endanger flying operations. The following is a list of light outages that require immediate response regardless of time of day.

2.7.2.2.4.1. Approach lights to include sequenced flashing lights.

2.7.2.2.4.2. Runway lights.

2.7.2.2.4.3. Distance remaining markers.

2.7.2.2.4.4. TWY lights on TWY A or G.

2.7.2.2.5. As a minimum, perform one daily airfield lighting check to include steps if applicable within 1 hour of official sunset by checking the following: RWY 14R/32L, all SAFB TWYs, approach lights, obstacle lights on hangars, water towers and infield NAVAIDs, wind socks, PAPI, rotating beacon, and airfield identification signs.

2.7.2.2.6. Document results of nightly lighting check on the SAFB Airfield Inspection/Check Checklist.

2.7.2.2.7. Provide a daily briefing to the 375 CES Exterior Electric personnel at the AM duty desk during normal duty days (Monday through Friday).

2.7.2.2.8. Publish NOTAM when lighting systems do not comply with allowable standards and outages identified in AFMAN 13-204V2 AMC Supplement, FAAO JO 6850.5C, *Maintenance of Lighted Navigational Aids*, or FAA Advisory Circular 150/5345-46E, *Specification for Runway and Taxiway Light Fixtures*.

2.7.2.2.9. Document active and deferred maintenance items in the AM Discrepancy Database.

2.7.2.3. The 375 CES Electric Shop will:

2.7.2.3.1. Report to AM each duty day to receive the daily airfield lighting briefing. As a minimum, the briefing will include location of individual light outages, lights that are obscured by grass, snow, dirt, etc., and priority of repair.

2.7.2.3.2. Conduct daily airfield lighting checks of RWY, TWYs, and approach lights. Exterior Electric will report outages to AM and make immediate repairs to inoperative lights when parts and manpower are readily available.

2.7.2.3.3. Brief AM on estimated receipt of materials and schedule of repair times for all airfield lighting systems requiring repair.

2.7.2.4. The 126 ARW will:

2.7.2.4.1. Be responsible for maintenance on taxilane edge lights, directional signage, and “ballpark” lights located on the 126 ARW Ramp.

2.7.2.4.2. Conduct lighting checks within the confines of the 126 ARW Ramp.

2.7.2.4.3. Notify the 126 ARW/CP and AM of lighting outages; provide AM the estimated repair time and when repair is complete.

2.7.2.4.4. Provide AM with weekly repair updates for all lighting outages on the 126 ARW Ramp.

2.7.2.4.5. Ensure the 126 ARW/CES coordinates required power shut-off with the 375 CES Exterior Electric Shop and the AFM to repair airfield lighting that receives power from the TWY E circuit.

2.8. Aircraft Arresting Systems. There are no aircraft arresting systems at SAFB/MidAmerica St. Louis Airport.

2.9. Parking Plan/Restrictions.

2.9.1. SAFB aircraft parking includes the following:

2.9.1.1. Main Ramp (sub-identified by three ramps) contains parking Spots 1 through 29.

2.9.1.1.1. North Ramp (Spots 2-7), is designed for push back ops and is a restricted area when aircraft are present. Base assigned C-40 aircraft will park on Spots 2 through 7.

2.9.1.1.2. Transient/DV Ramp (Spots 13-15). Restrict the East taxilane to aircraft with less than 120' wingspan between Spots 13-15 when a C-17 is parked on spot 14 or 15. Close the East taxilane between Spots 13-15 when a C-5 or B-747 is parked on spot 14.

2.9.1.1.3. South Ramp (Spots 16-29). These spots are separated by 70' centerline to centerline. When aircraft exceed a wingspan of 60', more than one spot must be used. Spot 32 is designated as the primary parking spot for C-5 and B-747 aircraft. The alternate location is Spot 16 facing north utilizing Spots 16-22/24 as needed.

2.9.1.1.4. The taxilanes on either side of the Main Ramp support the movement of aircraft in and out of the parking spots. The East secondary peripheral taxilane exists from the north entry on TWY E through Spot 29 on the South Apron. North entry through Spot 22 supports aircraft with wingspans up to 170'. Aircraft over 170' wingspan, contact AFM for permission. East and West secondary peripheral taxilane exists from Spots 16-29. It supports aircraft with wingspans up to 93'. **Note:** Taxilanes from Spots 16-29 may be used by aircraft up to 135' wide, however wing-walkers are required if aircraft are parked in designated parking spots and wing span exceeds 93'.

2.9.1.2. Foxtrot Apron (Sub-identified by three parking locations). All are restricted when aircraft are present.

2.9.1.2.1. West Foxtrot (Spot 30).

2.9.1.2.2. North Foxtrot (Spot 31).

2.9.1.2.3. South Foxtrot (Spot 32).

2.9.1.3. North Foxtrot (Spot 31). Dead end Apron. Aircraft must be able to back up/push back or be small enough for the acute turning radius to turn around.

2.9.1.4. Aircraft parking spot locations are listed in Attachments **6** and **7**. Inertial Navigation System coordinates for aircraft parking locations and other key spots on the airfield are found in **Attachment 5**.

2.9.1.5. Parking assignments are determined by AM in conjunction with Transient Alert (TA). AM will pass assigned transient aircraft parking locations to TA and the 375/932 CP. TA then does quality control monitoring and changes parking as necessary to meet mission needs and keep all parties informed of changes made.

2.9.1.6. Spots 1, 13-22, 30-32 are designated transient aircraft parking areas. As such, 25' wingtip taxilane and apron edge criteria apply for transient aircraft. Spot 1 is restricted to aircraft with tail heights less than 42' (C-130s, C-40s, KC-135s may park on spot 1). When aircraft tail height exceeds 25', the aircraft must be parked facing north. **Note:** This will

prevent aircraft from violating the 7:1 imaginary surface for RWY 14R/32L. C-17s, KC-10s, C-32, KC-46, and C-5s may not park on spot 1 without AFM approval.

2.9.1.7. Parking Spot 30 (West Foxtrot) is restricted to aircraft with a length of 120' and shorter. The following restrictions will be used when Spot 30 is occupied:

2.9.1.7.1. Taxiway Romeo is restricted to 170' wingspan and smaller (C-17 and smaller).

2.9.1.7.2. Parking Spot 32 (South Foxtrot) is restricted to 170' wingspan and smaller.

2.9.1.7.3. A NOTAM will be sent restricting Taxiway Romeo and Spot 32 to 170' wingspan.

2.9.1.8. Aircraft (or vehicles) carrying explosives will be directed to an appropriate hazardous cargo parking area based on class and Net Explosive Weight (NEW). **Note:** Primary explosives parking spot is TWY A between TWY E and G, however, parking Spots 1-7 may be used for limited amounts of Class 1.2 through 1.4. Unexpected aircraft with hazardous cargo or needing decontamination will hold immediately on TWY A until a determination is made on where the aircraft should park. RWY operations will be suspended if required, or closed if aircraft is required to shut down.

2.9.1.9. Passengers or aircrew on-loading or off-loading while engines are running may be accomplished anywhere on the main apron. **Note:** This will not be accomplished on Spots 13-15 when DV aircraft are scheduled to arrive.

2.9.2. The 126 ARW aircraft parking.

2.9.2.1. The 126 ARW Maintenance Operations Control Center (MOCC) assigns parking locations to the 126 ARW Ramp (**Attachment 7**).

2.9.2.2. The ANG Ramp is designed, sized, and striped for KC-135 aircraft only. Aircraft larger than a KC-135 will not have proper wingtip clearances.

2.9.2.3. AM must coordinate with the 126 ARW MOCC when parking transient or 375 AMW assigned aircraft on the 126 ARW Ramp. During 126 ARW MOCC non-operating hours, coordination for parking on the 126 ARW ramp may be forwarded to the 126 ARW/CP.

2.9.3. Aircraft parking at Mid America St. Louis Airport. Requests for parking/ramp services at MidAmerica St. Louis Airport will be coordinated through MidAmerica St. Louis Airport AOC which can be contacted by phone at 618-566-5233 or via email at aoc.operator@flymidamerica.com.

2.10. Air Traffic Control Facilities. SAFB/MidAmerica St. Louis Airport has a single ATCT operated by United States Air Force (USAF) personnel.

2.10.1. ATCT Operating Hours. ATCT operates 24/7 except for 375 AMW/CC approved closures, normally associated with holidays.

2.10.1.1. Normally, the 375 AMW flying period is 0600-2300L daily.

2.10.1.2. SAFB/MidAmerica St. Louis Airport ATCT is staffed IAW AFMAN 13-204V1 and V3 AMC Supplements.

2.11. Local Frequencies. Current ATC Frequencies are located in the instrument flight rules (IFR) Supplement.

2.12. RAWS, Preventative Maintenance Inspection (PMI), and Generator Power.

2.12.1. NAVAIDS.

2.12.1.1. SAFB maintains the following NAVAIDS:

2.12.1.1.1. Tactical Air Navigation (TACAN).

2.12.1.1.2. Instrument Landing System (ILS) 14R/32L.

2.12.1.2. The following approaches are available at SAFB/MidAmerica St. Louis Airport:

Table 2.1. RWY and Associated NAVAIDS Approaches.

RWY	Approach
14R	ILS or LOC, TACAN, RNAV(GPS), TACAN A
32L	ILS or LOC, TACAN, RNAV(GPS), TACAN A
14L	ILS or LOC, RNAV(GPS), TACAN A
32R	ILS or LOC, RNAV(GPS), TACAN A

2.12.1.3. NAVAID monitoring.

2.12.1.3.1. ATCT is designated as the NAVAID monitoring facility and is responsible for tracking and monitoring all NAVAIDs for the airfield.

2.12.1.3.2. All equipment or monitor malfunctions, including alarms, shall be promptly reported to RAWS maintenance personnel and/or the Remote Maintenance Center (RMC), whichever is applicable.

2.12.1.3.3. ATCT shall inform AM when a NAVAID is removed from service due to a maintenance malfunction or scheduled/non-scheduled maintenance period.

2.12.1.3.4. ATCT shall inform AM when a NAVAID is back in operation.

2.12.1.3.5. AM will publish the appropriate outage NOTAM and cancel it when equipment is back in operation.

2.12.1.4. NAVAID ground checkpoints. TACAN checkpoint is located on TWY G just north of the TWY G and TWY F intersection.

2.12.1.5. SAFB/MidAmerica St. Louis Airport RAWS components are all part of the National Airspace System.

2.12.2. PMI. Each NAVAID must have PMI and minor adjustments. The PMI times are published in the Enroute IFR Supplement United States and the Airport/Facility Directory East Central US.

2.12.2.1. All scheduled NAVAID PMI periods occur from 0600L to 1000L.

2.12.2.2. A PMI required outside published periods requires coordination through Airfield Operations Flight Commander (AOF/CC) to the 375th Operations Group (OG/CC) for approval.

2.12.2.3. The following is the PMI schedule for SAFB/MidAmerica St. Louis Airport NAVAID facilities:

Table 2.2. PMI Schedule for NAVAID Facilities.

	ILS	TACAN
14R/32L	Monday	Wednesday, Thursday
14L/32R	Tuesday	N/A

2.12.2.4. Inclement weather. If ceilings are 1,500' above ground level (AGL) or below and/or visibility falls at/or below three miles within 1 hour of the start or during a PMI, then the inspection must be rescheduled with the AOF/CC.

2.12.2.5. ATCT WS is the final authority for releasing the NAVAID for PMI. If the ATCT WS denies the PMI, it must be completed within 10 days of the scheduled date, or the NAVAID System will be reported as unreliable by NOTAM.

2.12.2.6. AOF/CC or Chief Controller may request to postpone scheduled PMI when visibility is forecasted to go below five miles and/or a ceiling is forecasted to go below 3000' AGL or during instrument meteorologist conditions, IAW Technical Order (T.O.) 00-33A-1001, *General Communications Activity Management Procedures and Practices Requirements*.

2.12.2.7. Upon confirmation of 375 OG/CC approved RAWS down-time, AOF/CC will promptly notify Chief Controller and/or WS.

2.12.3. Generator power.

2.12.3.1. RAWS and 375 CES Power Production Shop personnel must obtain ATCT's approval prior to changing power (generator or commercial) at RAWS facilities. Generator tests should be conducted during non-scheduled flying hours.

2.12.4. NAVAID Outages. Procedures for immediate repair of NAVAID problems are outlined in AFI 11-208_IP, *Department of Defense Notice to Airmen System*, and AFMAN 13-204V3 AMC Supplement.

2.12.4.1. AOF/CC will coordinate with MidAmerica St. Louis Airport and FAA System Support Center to establish RAWS restoration priorities and in a Letter of Procedure. These priorities are outlined in the RAWS Restoration Priorities Letter of Agreement (LOA).

2.12.4.2. ATCT WS have the authority to defer maintenance on equipment outages, except NAVAIDs, based on known and projected ATC requirements. The WS will provide RAWS with the following information when reporting equipment outages or malfunctions, including air conditioning and generator outages:

2.12.4.2.1. A complete description of the problem.

2.12.4.2.2. Equipment affected.

2.12.4.2.3. Impact of outage.

2.12.4.3. ATCT will:

2.12.4.3.1. Advise T-75, AM, and MidAmerica St. Louis Airport AOC of all scheduled or unscheduled RAWS outages, to include ATIS equipment. Once the outage is restored, the same agencies will be notified.

2.12.4.3.2. Advise T-75 of all applicable NOTAMs affecting ATC operations.

2.12.4.3.3. Authorize local monitoring of NAVAID and/or maintenance on equipment after coordination is accomplished with RAWS and AFMAN 13-204V3 AMC Supplement requirements are met.

2.12.4.3.4. Advise T-75 prior to releasing RAWS equipment to maintenance.

2.12.4.3.5. Advise AM and MidAmerica St. Louis Airport AOC of field conditions and advisories.

2.12.4.4. AM will:

2.12.4.4.1. Advise ATCT and MidAmerica St. Louis Airport AOC of all locally generated NOTAMs, field conditions, and advisories.

2.12.4.5. RAWS will:

2.12.4.5.1. Notify AOF/CC and ATCT of unscheduled outages.

2.12.4.5.2. Assign appropriate restoration priority when notified of an equipment outage or malfunction.

2.12.4.5.3. Contact the 375 CES Customer Service Center and obtain a work order number when notified of any air conditioning or generator outages affecting NAVAID facilities or ATCT.

2.12.4.5.4. Provide a 3-duty day notice to the AOF/CC for equipment shutdown outside published PMI periods or if equipment poses a threat to flight safety.

2.12.4.5.5. Coordinate with ATCT prior to equipment shutdown and advise when equipment is returned to operational status.

2.12.4.5.6. Turn off the identification feature of a NAVAID after released for maintenance.

2.12.4.5.7. Advise AOF/CC when a NAVAID maintenance action requires a flight check prior to returning to service.

2.12.4.5.8. Request AOF/CC approval when NAVAID Flight Check downtime must be extended for continued maintenance check.

2.12.5. Freewheel ASR antenna.

2.12.5.1. The ASR antenna is owned and maintained by the FAA System Support Center.

2.12.5.2. The antenna drive motor must be disengaged (freewheeled) when sustained winds reach 85 knots.

2.12.5.3. During duty hours, the ATCT WS will notify FAA Maintenance personnel when sustained winds or gusts are forecasted to be at/above 85 knots, during non-duty hours, notify FAA Job Control at (618) 256-1800 to relay the message.

2.13. TA. See FLIP—IFR Supplement for transient services and available hours.

2.14. Automatic Terminal Information Service (ATIS) Procedures. The ATIS is used for essential non-control information as outlined in FAAO JO 7110.65.

2.15. Aircraft Special Operations Areas.

2.15.1. Combat Aircraft Arm/De-arm/Jammed Gun/Hung Ordnance/Hot Flares/Chaff Bundles Operations.

2.15.1.1. If landing/departing RWY 14L or 14R: Aircraft will position themselves near the RWY at the end onto TWY A/TWY K and orient the aircraft to a heading of 140° at the south end of the taxiway.

2.15.1.2. If landing/departing on RWY 32L or 32R: Aircraft will position themselves near the RWY at the end onto TWY A/TWY K and orient the aircraft to a heading of 320° at the north end of the taxiway.

2.15.1.3. Aircraft will remain on the TWY end until Explosive Ordnance Disposal personnel render armaments or ordnance safe.

2.15.2. Hot brakes procedures. Aircraft landing or rolling out after landing with hot brakes are treated as an emergency and if able, will exit the RWY at the nearest TWY and hold their position on TWY A/K until fire department personnel render the scene safe for TA, 126 ARW, 932 AW maintenance personnel.

2.15.3. Drag chute jettison area. There is not a designated chute jettison area on SAFB/MidAmerica St. Louis Airport. ATCT will coordinate with AM or MidAmerica St. Louis Airport AOC for chute jettisons and recoveries.

2.15.4. SAFB Hot refueling areas. Spot 1 is the designated hot refueling area. Spot 32 is the alternate hot refuel area.

2.15.5. ANG Ramp Hot Refueling Areas. Spots Alpha 8 and Bravo 3 are the approved hot refueling locations for ANG Ramp.

2.15.6. UAS Designated Start Areas. SAFB currently has no designated start areas, however UAS Designated Start Areas may be established IAW locally established and HHQ approved LOAs and approved Concept of Employment (CONEMP).

2.16. Aircraft Towing Procedures (excluding movements within the 126 ARW Ramp).

2.16.1. The 375 AMW/932 AW/CPs must coordinate with AM, ATCT and appropriate approval authority for tow operations on SAFB.

2.16.2. Aircraft movement for loading or maintenance, within parking areas or areas not visible to the ATCT is the responsibility of the pilot or the individual charged with supervising the operation.

2.16.3. Aircraft position lights/rotating beacons must be displayed when an aircraft is being towed if the aircraft's electrical power is available.

2.16.4. Maintenance personnel requesting aircraft tows shall:

2.16.4.1. Contact ATCT Ground Control for approval prior to commencing tow and report when complete.

2.16.4.2. Maintain radio contact with ground control throughout the operation on ultra-high frequency (UHF), 275.8, very high frequency (VHF), 119.2, or the Scott Tower Talk Group.

2.16.5. If ATCT personnel observe an aircraft moving without two-way radio contact and the aircraft's intentions cannot be verified with the 375/932 CPs, the MidAmerica St. Louis Airport AOC, the 126 ARW, or AM, then ATCT will implement unlawful seizure of aircraft procedures.

2.17. Aircraft Taxiing Requirements/Routes.

2.17.1. Taxi restrictions.

2.17.1.1. On 375 AMW aprons.

2.17.1.1.1. Aircraft taxiing north on RWY 32L and turning right on TWY E (East/126 ARW ramp side) should use caution because there is no centerline due to the acute angle.

2.17.1.1.2. Normally, aircraft on spots 1-7 will use the taxilane east of the ramp to get to the taxiways. Aircraft parked south of spots 1-7 will not use the taxilane unless there is an operational need.

2.17.1.1.3. Wingtip clearance requirements.

2.17.1.1.3.1. Aircraft with a wingspan larger than 180' (C-40 wingspan is 117'5"), i.e., C-5, E-4, may not taxi between Spots 2-15 on the main ramp without AM coordination/approval, when aircraft are parked in any of those spots.

2.17.1.1.3.2. The South Apron supports all C-21s currently assigned and all transient aircraft with a wingspan of 93' or less without taxi restrictions.

2.17.1.1.3.3. Spots 17-20 are generally used for small aircraft, but when required, these spots can be used for large aircraft. When this occurs, all vehicles on the flight line access road just west of the parking spots must stop in a position to allow at least a 25ft wing tip clearance while the aircraft is taxiing into or out of parking. Transient alert will ensure vehicles are holding as required before authorizing the aircraft to move. Additionally, if an aircraft of any size is parked to the east side of the taxiing C-130 (modified spot 16 is a designate C-130 parking) a wing walker must be used to ensure wingtip clearance until the aircraft has passed Spot 16. **Note:** It's not ATCT's responsibility to ensure these actions are in place before authorizing movement.

2.17.1.1.3.4. When a C-17 or KC-10 is parked on Spot 13, 14, or 15 operations are restricted to aircraft with a wingspan of 140' or less in that area.

2.17.1.1.4. When aircraft are conducting engine runs above idle, the engine run team will place barricades on the taxilane line to secure the taxilane and ensure no vehicles or aircraft move behind the aircraft performing the engine run. Once coordination has been achieved with ATCT, the center of TWY Alpha and the taxilane directly behind spots 2 through 7 is closed to all vehicles and taxiing aircraft due to jet blast concern.

2.17.1.1.4.1. If there is a need to pass through the center of TWY Alpha, ATCT shall notify the aircraft engine run team that an aircraft is required to taxi through

TWY Alpha. The engine run team will signal the cockpit crew to throttle down to idle until the aircraft has passed by.

2.17.1.1.4.2. If there is a need to pass through the taxilane behind spots 2-7, ATCT shall notify the aircraft engine run team that an aircraft is required to taxi through the taxilane. The engine run team will remove the barricades and signal the cockpit crew to throttle down to idle until the aircraft has passed by.

2.17.1.2. On 126 ARW Ramp.

2.17.1.2.1. Non-126 ARW aircraft will not taxi on the 126 ARW Ramp without prior coordination and approval from the 126 ARW/CP.

2.17.1.2.2. Aircraft with wingspans larger than a KC-135 requires special coordination/approval with 126 ARW Airfield Management and 126 MOCC. Wingwalkers must be provided and aircraft parking configurations, tools, AGE/Fire bottles, and vehicles must be relocated to provide proper wingtip clearances.

2.17.1.2.3. ATCT will contact the 126 ARW/CP for approval if ATCT must taxi non-126 ARW aircraft on or through the 126 ARW Ramp for emergency purposes.

2.17.1.2.4. The 126 ARW Ramp has parking accommodations for 10 KC-135 aircraft on two rows (see **Attachment 7**).

2.17.1.2.4.1. Alpha Row, located between the west and center taxilanes, contains Spots A1 through A8.

2.17.1.2.4.2. Bravo Row, located at the eastern portion of the ramp, contains Spots B1 and B2.

2.17.1.2.5. Each aircraft parking spot on the 126 ARW Ramp is designed to provide a 50’ wingtip clearance between KC-135 aircraft.

2.17.1.2.6. With coordination through the 126 ARW/CP and approval from the 126 ARW/CC, the 375 AMW may utilize vacant spots when approved, based on availability and mission needs.

2.17.2. Heavy Aircraft Jet Thrust Avoidance Procedures. See **paragraph 2.23**.

2.18. Airfield Sweeper & Mower Operations.

2.18.1. Sweeper operations.

2.18.1.1. The 375 CES will dispatch a sweeper daily IAW **Table 2.3**.

Table 2.3. Airfield Sweeper Schedule.

1st and 3rd Week of the Month	Airfield Location
Monday	TWY North Alpha
Tuesday	TWY East Echo and TWY Alpha from Echo to Golf
Wednesday	TWY Alpha south of Golf
Thursday	North and south of Hangar 1, and RWY overruns

Friday	TWY East Golf
2nd and 4th Week of the Month	**Airfield Location**
Monday	TWY Golf
Tuesday	Foxtrot Apron: Foxtrot, South Foxtrot, West Foxtrot, and TWY Romeo
Wednesday	Spots 1-12
Thursday	Spots 13-15
Friday	Spots 16-29

2.18.1.2. The sweeper operator will report to AM prior to 0815L, Monday-Friday, for sweeping assignments and when leaving the airfield.

2.18.1.3. Daily sweeping requirements are threefold.

2.18.1.3.1. Areas identified during the daily airfield inspection that require immediate attention.

2.18.1.3.2. Sweeping the designated area of the day.

2.18.1.3.3. Emergency airfield sweeping requests (e.g., aircraft incidents/accidents).

2.18.2. Mowing operations. Mowing at SAFB is done using techniques prescribed in SAFB/MidAmerica St. Louis Airport Bird Aircraft Strike Hazard (BASH) Plan 91-212, and this instruction.

2.18.2.1. The annual mowing season at SAFB/MidAmerica St. Louis Airport is typically early-April through the end of November.

2.18.2.2. Notification requirements.

2.18.2.2.1. The 375 CES Ground Maintenance Supervisor will advise AM before mowing within the RSA.

2.18.2.2.2. AM will notify the ATCT and MidAmerica St. Louis Airport AOC of mowing operations on the military side of the airfield.

2.18.2.2.3. MidAmerica St. Louis Airport ground maintenance personnel will notify MidAmerica St. Louis Airport AOC if not mowing within the Airport Operations Area (AOA) (equivalent to the military RSA) when scheduled. MidAmerica St. Louis Airport AOC will notify ATCT and AM when not mowing on the civil side of the airfield during scheduled periods.

2.18.2.3. At no time will mowing operations commence concurrently within both RWY RSAs, unless coordinated through the AFM and MidAmerica St. Louis Airport AOC and approved by the AOF/CC. This policy allows transition training to continue by allowing aircraft to transition on the RWY not being mowed.

2.18.2.4. SAFB mowing operations.

2.18.2.4.1. The 375 CES personnel will mow Taxiway Golf shoulders to Silver Creek.

2.18.2.4.2. The primary mowing day and times for the RWY 14R/32L RSA will be published via NOTAM during the current season.

2.18.2.4.3. Mowing fields outside the 14R/32L CMA may be accomplished anytime personnel are available and weather conditions permit. **Caution:** Mowing operations must cease between Foxtrot Ramp and the Main Apron during aircraft infrared countermeasures (LAIRCM) tests.

2.18.2.5. MidAmerica St. Louis Airport mowing operations.

2.18.2.5.1. The primary mowing day and times for the RWY 14L/32R AOA will be published via NOTAM during the current season.

2.18.2.5.2. Mowing areas outside the 14L/32R AOA may be accomplished anytime personnel are available and weather conditions permit.

2.18.2.6. Mowing operations in the AOA on scheduled or weather backup days have priority over transition training as outlined above.

2.18.2.7. Two-way radio contact with ATCT is mandatory anytime a person or vehicle is within any part of the CMA. Mowing outside the CMA does not require two-way radio contact with ATCT.

2.18.2.8. AM will issue a Department of Defense (DoD) local area NOTAM (Airfield Advisory), and ATC will advise pilots via ATIS of the AOA/RSA areas being mowed.

2.18.2.9. The 375 CES and MidAmerica St. Louis Airport mowing crews will notify ATCT and AM when mowing operations start and when they are completed for the day.

2.19. RWY Surface Condition (RSC) and/or RWY Condition Reading (RCR) Values.

2.19.1. Friction-measuring equipment (i.e., Bowmonk) is used to obtain RCR values and visual observation is used to obtain RSC values.

2.19.2. AM/MidAmerica St. Louis Airport AOC will cross-check runway readings, workload permitting, as a means to quick reference accuracy of readings. Further procedures for RCR/RSC readings are outlined in the Scott AFB Snow and Ice Plan between SAFB and MidAmerica St. Louis Airport.

2.19.3. Responsibilities.

2.19.3.1. When SAFB airfield is open, AM will:

2.19.3.1.1. Be responsible for determining and reporting RWY 14R/32L RSC/RCR values and converting MidAmerica St. Louis Airport MU reading for RWY 14L/32R to RCR values IAW T.O. 33-1-23, *Procedures for Use of Decelerometer to Measure RWY Slickness,* and SAFB Plan 51-2012, *Snow and Ice Control*. If any doubt exists to the accuracy of an RSC/RCR value, then a new test must be conducted and values reported regardless of when the last report was received or which runway is in question. AM may perform RCR/RSC checks on MidAmerica St. Louis Airport runway as needed to support military operations.

2.19.3.1.2. Obtain and report RSC/RCR values for TWYs and ramps/aprons west of Silver Creek with each RWY evaluation, as deemed necessary, based on projected flight operations.

2.19.3.1.3. Transmit RSC/RCR values to the following as necessary:

2.19.3.1.3.1. SAFB Weather.

2.19.3.1.3.2. ATCT.

2.19.3.1.3.3. The 375/932 CP.

2.19.3.1.3.4. The 126 ARW/CP.

2.19.3.1.3.5. SAFB Snow Removal Supervisor (Snow West).

2.19.3.1.3.6. MidAmerica St. Louis Airport AOC.

2.19.3.1.3.7. Pilots via pilot-to-dispatch radio.

2.19.3.1.4. Document RCR values on AFTO Form 277, *Results of RWY Braking Tests*, or equivalent document.

2.19.3.1.5. Display the most current readings for both RWYs and all SAFB TWYs on the AM Duty Desk Airfield Status Board.

2.19.3.2. MidAmerica St. Louis Airport AOC will:

2.19.3.2.1. Be responsible for determining and reporting Bowmonk values on RWY 14L/32R IAW the current SAFB Snow Plan.

2.19.4. Pass RSC/RCR values to ATCT and AM.

2.20. RWY Inspections/Checks Procedures and Requirements.

2.20.1. AM will:

2.20.1.1. Inspect the airfield west of the Silver Creek Bridge daily per the Airfield Inspection Checklist. Conduct/document a pre-flying check at the start of the wing flying activities unless the airfield inspection was already conducted prior to the start of the wing flying day. Additional inspections/checks will occur for any event that may affect use of the airfield (i.e., emergency landings, reported bird activity, rain, snow/ice conditions, or as requested by leadership).

2.20.1.2. Complete a CMA inspection before flying operations commence when ATCT or AM reopens after a closure.

2.20.1.3. Record discrepancies found during the inspection/check on the daily Airfield Inspection Checklist.

2.20.1.4. Monitor airfield as directed by the SAFB/MidAmerica St. Louis Airport BASH Plan.

2.20.1.5. Send NOTAM for any airfield lighting outage that does not meet criteria.

2.20.1.5.1. Lighting systems that do not comply with allowable standards and outages identified in AFMAN 13-204V2 AMC Supplement, AFFSA Airfield Lighting Chart, FAAO JO 6850.5C, or FAA Advisory Circular 150/5345-46D, *Specification for Runway and Taxiway Light Fixtures*, will be rendered unusable and a NOTAM will be issued.

2.20.1.5.2. Notify 375 CES Electric Shop for repair based on airfield priority.

2.20.2. Conduct SAFB joint airfield inspections quarterly, IAW AMC Supplement to AFMAN 13-204V2 AMC Supplement. The following should send a representative:

2.20.2.1. AM.

2.20.2.2. ATC/AOF.

2.20.2.3. The 375 AMW Safety (SE).

2.20.2.4. The 375th Security Forces Squadron (SFS).

2.20.2.5. The 375 CES.

2.20.2.6. The 126th Airfield Management

2.20.3. Conduct an Airfield Certification/Safety Inspection annually IAW AFMAN 13-204V2 AMC Supplement.

2.20.4. The 126 AM and 375 AM jointly inspect the 126 ANG Ramp daily. The 126 ARW is responsible for all repairs and maintenance.

2.20.5. MidAmerica St. Louis Airport AOC is responsible for MidAmerica St. Louis Airport (areas east of the Silver Creek Bridge and traffic tunnels) inspections and maintenance.

2.21. Procedures for Suspending/Opening and Closing the Runway. Suspending/closing RWY 14R/32L or 14L/32R for emergencies will be conducted IAW procedures established in this instruction and the MidAmerica St. Louis Airport Airport Emergency Plan.

2.21.1. Suspending RWY operations.

2.21.1.1. RWY 14R/32L. AM or ATCT may suspend RWY 14R/32L operations anytime an unsafe condition affects these surfaces (e.g., dropped objects, foreign object damage (FOD), liquid spills, etc.). AM will complete an airfield check and report status of the RWY to ATCT prior to resuming operations. Only AM has the authority to resume suspended RWY 14R/32L operations.

2.21.1.2. RWY 14L/32R. MidAmerica St. Louis Airport AOC or ATCT may suspend RWY 14L/32R operations anytime an unsafe condition affects these surfaces (e.g., dropped objects, FOD, liquid spills, etc.). MidAmerica St. Louis Airport AOC will complete an airfield check and report status of the RWY to ATCT prior to resuming operations. Only the AOC has the authority to resume suspended RWY 14L/32R operations.

2.21.2. Opening/Closing Runways.

2.21.2.1. RWY 14R/32L. The 375 AMW/CC, the 375 AMW/CV, the 375 OG/CC, AFM, or AFM's designated representatives are the sole authorities for closing or opening RWY 14R/32L and may suspend AMC military operations on either RWY for safety.

2.21.2.2. RWY 14L/32R. MidAmerica St. Louis Airport Director, Assistant Airport Director, or their designated representatives, are the sole authorities for closing or opening RWY 14L/32R.

2.21.2.3. Responsibilities.

2.21.2.3.1. ATCT will notify the following of openings/closures:

2.21.2.3.1.1. AM.

2.21.2.3.1.2. AOF/CC.

2.21.2.3.1.3. MidAmerica St. Louis Airport AOC.

2.21.2.3.1.4. T-75.

2.21.2.3.1.5. SAFB ATCT does not have the authority to reopen a runway until AM/MidAmerica St. Louis Airport AOC have inspected the area and deemed it safe for operations.

2.21.2.3.2. AM sends 375 AMW NOTAMs for RWY closure and cancels NOTAMs when RWY closure is no longer required. The below agencies are notified when the runway is closed.

2.21.2.3.2.1. ATCT.

2.21.2.3.2.2. The 375/932 CP.

2.21.2.3.2.3. The 126 ARW/CP.

2.21.2.3.2.4. The 375 CES/CEF.

2.21.2.3.2.5. The 375 OSS/OSW

2.21.2.3.2.6. The 375 OSS (NAMO, DAFM, AFM, AOF/CC, and 375 OSS/DO and CC).

2.21.2.3.3. MidAmerica St. Louis Airport sends NOTAMs for RWY closure and cancels NOTAMs when no longer required. ATCT shall be notified when the RWY is closed.

2.21.2.3.4. The 375/932 CP will advise inbound military aircraft of RWY closings or openings and suitable alternates if both RWYs are closed.

2.21.2.3.5. The 126 ARW/CP will advise inbound 126 ARW aircraft of RWY closings/openings.

2.21.2.3.6. T-75 is responsible for notifying commercial and general aviation aircraft of RWY closures.

2.22. The 375 AMW, 932 AW, and 458th Airlift Squadron (AS) Aircraft Maintenance Engine Run Procedures.

2.22.1. SAFB does not have a dedicated engine run location nor blast protection and therefore aircraft maintenance engine run personnel shall ensure area is suitable and secured per aircraft TOs. If maintenance personnel cannot secure the area behind the aircraft and/or the location does not meet standoff distances per aircraft T.O.s, then aircraft must be towed to Fox or RWY 14R/32L. **Caution:** Areas behind aircraft parking spots are used frequently by aircraft taxiing and vehicle traffic! These areas must be blocked off anytime engine run is above idle to prevent inadvertent vehicle/aircraft traffic into blast zone!

2.22.1.1. All engine runs must be coordinated with the 375/932 CP. **Paragraph 2.22.4**, identifies engine run restrictions by spot. Requests for engine runs exceeding limitations or during designated quiet hours (2100-0700L daily) must be approved by the 375 OG/CC.

2.22.1.2. The 375/932 CP will coordinate with AM prior to calling 375 OG/CC on engine run requests requiring approval. Once the request is approved, the 375/932 CP must notify ATCT with aircraft ID, aircraft type, and location.

2.22.2. Aircraft engine run supervisor will:

2.22.2.1. Contact ATCT prior to commencing engine run operations. Radio contact will be maintained throughout the operation on UHF/VHF frequencies, or the Scott Tower Talk Group.

2.22.2.1.1. Flight deck member conducting the engine run who is in contact with ATCT shall inform ATCT prior to the engine/engines pushed up above idle.

2.22.2.1.2. Flight deck member in contact with ATCT must inform ATCT when engine run will go above 75% N1 to ensure TWY A center will be closed.

2.22.2.2. Ensure the critical areas in front of, and to the rear of, the aircraft are clear of personnel, vehicles, equipment, and aircraft throughout the entire engine run-up procedure.

2.22.2.3. Notify ATCT when engine run is complete.

2.22.3. On rare occasions, maintenance full-profile engine runs at maximum engine speed may be conducted on all parking spots if T.O. clearances are applied and with proper approval as stated in **paragraph 2.22.1.1** above. Deviations from the T.O. will be coordinated with the appropriate maintenance CC and AM. **Caution:** Aircraft maintenance personnel performing the engine run operation must ensure area behind aircraft is secured to prevent vehicles, aircraft, or personnel from entering the jet blast zones. Securing the jet blast zones shall be accomplished by placing low profile barricades on the taxilane and coordinating with ATCT to ensure situational awareness with any taxiing aircraft. If aircraft maintenance personnel cannot meet this restriction or if the functional check requires taxilane closure of more than 30 min, then aircraft must be towed to Fox or the runway to accomplish engine run.

2.22.4. The following engine run rules apply per parking spot:

2.22.4.1. Spots 1-2. No engine runs authorized with the exception of procedures outlined in 2.22.3.

2.22.4.2. Spot 3-4 (Designated for C-40 ops). May be used up to 75% N1 provided approval was attained as stated in paragraphs **2.22.1.1** and **2.22.1.2**. If operating above idle, barricades must be positioned to observe/prevent vehicle/aircraft movements behind the engine run spot (see restrictions contained in **paragraph 2.22.3** above and Caution Notes). Aircraft orientation is the standard parking orientation facing west. (see **Attachment 6**)

2.22.4.3. Spots 5-6 (Designated for C-40 ops). May be used for up to full power runs provided approval was attained as stated in paragraphs **2.22.1.1** and **2.22.1.2** and TWY A center is closed. If operating above idle, barricades must be positioned to observe/prevent vehicle/aircraft movements behind the engine run spot (see restrictions contained in **paragraph 2.22.3** above and Caution Notes). Aircraft orientation is the standard parking orientation facing west. (see **Attachment 6**)

2.22.4.4. Spot 7. No engine runs authorized.

2.22.4.5. Spots 13-20. Idle functional tests only. Idle functional tests must be coordinated with AM prior to approval by the 375 OSS/DO. Engine runs on Spots 13 through 15 will terminate before a DV movement is scheduled to occur.

2.22.4.6. Spots 21-29 (Designated for C-21 ops). May be used for maintenance full-profile engine runs provided approval was attained as stated in paragraphs **2.22.1.1** and **2.22.1.2**. If operating above idle, barricades must be positioned to observe/prevent vehicle/aircraft movements behind the engine run spot (see restrictions contained in **paragraph 2.22.3** above and Caution Notes).

2.22.4.7. Spot 31 (Foxtrot Apron). May be used for maintenance full-profile engine runs provided approval was attained as stated in paragraphs **2.22.1.1** and **2.22.1.2**. Aircraft will be pushed back into parking and facing south. Not authorized if CE personnel are mowing grass in this location. Coordinate with AM to confirm no 375 CES personnel will be mowing in the vicinity during the engine run. **Note:** Foxtrot Apron is closed at this time. Expect reopening approximately 2024.

2.22.4.8. RWY 14R/32L may be used if engine run requirements exceed the capabilities of spots identified above, and will only be approved by exception and by 375 OSS/DO. AM will publish a NOTAM closing RWY 14R/32L. The runway will not reopen until Maintenance and AM completes a FOD check. UFC 3-260-02 states aircraft must be positioned with at least 85’ standoff distance from rear of aircraft engines to the edge of any asphalt pavements.

2.22.5. **The 126 ARW Aircraft Engine Run Procedures.**

2.22.5.1. The 126 ARW engine run operations will be accomplished on Parking Spots A7 or A8. Aircraft movement and engine runs on the 126 ARW Ramp will be coordinated with the 126 ARW MOCC and the 375 SFS. Transient aircraft parked on the 126 ARW Ramp that require movement or engine runs, must coordinate with ATCT through the 126 ARW MOCC.

2.22.5.2. The 126 ARW MOCC will notify ATCT if the blasts from engine runs are directed toward RWY 14R/32L or towards TWY E before the engine run commences.

2.22.5.3. The 126 ARW maintenance will cease the engine-run and redirect the blast if FOD from the engine-run is being directed onto the RWY.

2.22.5.4. ATCT will:

2.22.5.4.1. Request AM perform a RWY FOD inspection when the blast from 126 ARW aircraft is directed toward RWY 14R/32L.

2.22.5.4.2. Inform AM of the engine blast effects towards east TWY E.

2.22.5.5. AM will:

2.22.5.5.1. Close east TWY E for the duration of engine run activity.

2.22.5.5.2. Conduct a FOD inspection of east TWY E and RWY 14R/32L if applicable before they are open to aircraft operations.

2.22.6. Engine Runs at MidAmerica St. Louis Airport.

2.22.6.1. Engine runs requests will be coordinated with MidAmerica St. Louis Airport AOC and Assistant Airport Director.

2.23. Noise Abatement Procedures. Procedures are established IAW Air Installation Compatible Use Zone (AICUZ) and Environmental Assessments Studies. There are no current noise abatement procedures in place at SAFB.

2.24. Protecting Precision Approach Critical Areas (see Attachment 3). NAVAID equipment is afforded protection IAW AFMAN 13-204V3 AMC Supplement. AM will prevent the construction of facilities or placement of objects that will jeopardize the operations of NAVAIDs or ATCT (this includes any temporary construction and/or movement of earth on the airfield).

2.24.1. ATCT will protect Precision Approach Critical Areas IAW FAAO JO 7110.65.

2.24.2. ILS clear zones **(see Attachment 3).**

2.24.2.1. ILS localizers and glide slopes for RWYs 14R/32L and 14L/32R have critical areas that must remain free of obstacles.

2.24.2.2. Localizer critical areas are 400’ wide, centered on the RWY centerline, by 2,000’ long upwind of the localizer antenna. The clear zone also includes 50’ to the rear and to the sides of the localizer antenna.

2.24.2.3. Glide slope critical area parallels the RWY edge from 50’ to the rear of the glide slope antenna downwind to the RWY threshold and from the RWY edge opposite the antenna to 50’ outboard the glide slope antenna. Only authorized personnel (i.e., RAWS) may enter these zones after obtaining ATCT approval.

2.25. Restricted/Controlled Areas on the Airfield. Restricted areas are identified by red painted lines. Controlled areas are identified by signs. Airfield controlled/restricted areas and Entry Control Point (ECPs) are listed at **Attachment 2**.

2.25.1. Controlled and restricted area entry/exit, to include the 126 ARW Ramp, will be through established ECPs unless prior coordination/approval is received from the controlling security forces personnel.

2.25.2. The following SAFB aircraft parking areas are designated as controlled areas:

2.25.2.1. DV/TA Ramp Spots 13-15(A).

2.25.2.2. South Ramp Spots 16-29.

2.25.2.3. Hangar 1 North and South Aprons.

2.25.2.4. Hangar 3 Apron and interior.

2.25.3. When aircraft are located at the following SAFB locations, the parking areas become restricted.

2.25.3.1. Parking Spots 1 through 7.

2.25.3.2. West Foxtrot Spot 30.

2.25.3.3. Foxtrot Spot 31 and 32.

2.25.3.4. Hangar 1 Interior.

2.25.4. Any portion associated with the airfield located between TWY A and TWY K is designated as controlled areas.

2.25.5. Aircraft parking spots located on the 126 ARW Ramp, Spots A1 through A8, B1 and B2 are designated as restricted areas.

2.25.5.1. Entry to the 126 ARW Ramp by non-126 ARW personnel is for official business only and must be coordinated in advance with 126 ARW/CP. The 375 AMW AM personnel must coordinate with 375 SFS prior to entry of the 126 ARW Ramp.

2.25.5.2. Through coordination with the 126 ARW/CP, 375 AMW/CC/CV, group CCs, and the 375 OG Deputy Commander (OG/CD) are authorized unescorted entry via an Entry Authorization Letter (EAL) (on file with the 375 SFS) and valid restricted area badge (issued by 375 SFS). Non-126 ARW personnel not identified on the EAL will be escorted by the 126 ARW personnel with a valid 126 ARW restricted area badge.

2.25.5.3. The 375 SFS will challenge uncoordinated attempted entry.

2.25.6. Unauthorized aircraft movement.

2.25.6.1. When ATCT suspects an unauthorized aircraft movement on SAFB or MidAmerica St. Louis Airport, ATCT will attempt to contact the aircraft and the controlling agency.

2.25.6.2. AM, 126 ARW, or MidAmerica St. Louis Airport AOC will check filed flight plans and aircraft status with the 375/932 CP and the 126 ARW/CPs (as appropriate) and notify ATCT of the results.

2.25.6.3. If aircraft movement is deemed unauthorized, ATCT will activate Primary Crash Alarm System (PCAS) and follow procedures IAW **paragraph 6.1.1**.

2.25.7. All individuals authorized on the airfield must remain vigilant to detect the presence of unauthorized persons or vehicles on the airfield. Anyone who detects unauthorized persons or vehicles on the airfield will notify their unit control center (UCC), if stood up. The control center will notify the appropriate security personnel and provide them with the appropriate information. If their UCC is not stood up, notify Base Defense Operations Center (BDOC).

2.26. Air Traffic Control Service.

2.26.1. ATC services are provided by the USAF IAW the SAFB/MidAmerica St. Louis Airport Joint Use Agreement, FAAO JO 7110.65, AFMAN 13-204V3 AMC Supplement and this instruction.

2.26.2. Exemption from, or the application of, a particular requirement contrary to, or not addressed by, current FAA or USAF ATC procedures must be agreed upon in writing by the USAF, St. Clair County officials, and the applicable company or carrier. Documentation must be forwarded to the 375 OSS/OSA and MidAmerica St. Louis Airport Assistant Airport Director for further processing.

2.26.3. ATCT considers SAFB and MidAmerica St. Louis Airport airfields a single entity. The runways and traffic patterns are used for landing and departing aircraft IAW FAAO JO 7110.65, established FAA guidance, and applicable joint use agreements. Airfield utilization decisions are based on operational advantage, efficiency, resources available, RWYs, TWYs, and NAVAIDs at the time of service application.

2.27. Terminal Instrument Procedures (TERPS). The FAA is responsible for SAFB and MidAmerica St. Louis Airport's TERPS. AOF/CC may contact AMC/A3AP for clarification on USAF TERPS criteria.

Chapter 3

LOCAL FLYING AREA

3.1. Local Flying Area/Designation of Airspace.

3.1.1. Local Flying Area. The local flying area for base-assigned 375 AMW aircraft is a 200 NM radius of SAFB/MidAmerica St. Louis Airport.

3.1.2. Designation of Airspace (see **Attachment 9**, Airspace Diagram).

3.1.2.1. SAFB/MidAmerica St. Louis Airport Class D airspace is defined as the airspace extending upward from the surface and up to but not including 3,000' MSL, (2,500' AGL), within a 4.9 NM radius of SAFB/MidAmerica St. Louis Airport's TACAN. Two-way radio contact must be established with ATCT prior to entry into Class D airspace.

3.1.2.2. SAFB/MidAmerica St. Louis Airport Class E airspace is defined as the following:

3.1.2.2.1. That airspace extending upward from the surface within 1.5 miles each side of the Scott TACAN 312° radial extending from the 4.9-mile radius of the Scott AFB/MidAmerica St. Louis Airport to 10 miles northwest of the Scott TACAN. This Class E airspace area is effective during the specific dates and times established in advance by NOTAM. The effective date and time will thereafter be continuously published in the Airport/Facility Directory.

3.1.2.2.2. That airspace extending upward from 700 feet above the surface within a 7.4-mile radius of Scott AFB/MidAmerica St. Louis Airport and within 1.5 miles each side of the Scott TACAN 312° radial extending from the 7.4-mile radius to 10 miles northwest of the Scott TACAN and within 1.7 miles each side of the Scott TACAN 140° radial extending from the 7.4-mile radius to 14 miles southeast of the Scott TACAN, excluding that airspace within the St. Jacob, IL, and Cahokia, IL, Class E airspace areas.

3.2. Visual Flight Rules (VFR) Local Training Areas.

3.2.1. Civilian aircraft see **paragraph 9.17**.

3.2.2. Base assigned military aircraft.

3.2.2.1. RWY 14R/32L is the primary runway for the purpose of military aircraft transition training.

3.2.2.2. RWY 14L/32R may be used, when necessary, as determined by ATCT and as determined by aircrew for operational necessity (e.g., reduced RCR, TOLD…).

Chapter 4

VISUAL FLIGHT RULES (VFR) PROCEDURES

4.1. VFR Weather Minimums.

4.1.1. VFR weather minimums in the SAFB/MidAmerica St. Louis Airport local flying area are derived from AFMAN 11-202V3, *Flight Operations*.

4.1.2. WS will discontinue VFR training when aircraft are no longer visible from ATCT in any portion of the VFR traffic pattern, regardless of reported weather. Weather minimums for other than USAF aircraft will be IAW FAAO JO 7110.65.

4.1.3. The minimum restrictions to assist the WS in making a decision are defined in **Table 4.1**.

Table 4.1. Weather Restrictions.

CEILING	RESTRICTIONS
Below 2,500’ AGL	Overhead pattern closed
Below 2,000’ AGL	Rectangular pattern closed (2,000’ MSL conventional aircraft, C-21 type)
Below 1,500’ AGL	All patterns closed
Note: Ceiling is measured in AGL versus MSL.	

4.2. VFR Traffic Patterns (see Attachment 4).

4.2.1. VFR aircraft will contact ATCT on published sector frequency prior to entering Class D airspace.

4.2.2. All local training flights making consecutive approaches will advise ATC when extending beyond two NM of the SAFB/MidAmerica St. Louis Airport before turning crosswind or to assigned climb-out heading.

4.2.3. Pattern altitudes specified in **Table 4.2** will be followed:

Table 4.2. Pattern Altitudes.

Type of Pattern	Altitude
Overhead	2,500’ MSL
Rectangular (high performance jet, fighter type)	2,500’ MSL
Rectangular (conventional aircraft, C-21 type)	2,000’ MSL
Rectangular (small general aviation aircraft and helicopters)	1,500’ MSL

4.2.4. Overhead patterns.

4.2.4.1. Overhead patterns will be right traffic for RWY 14R/32R and left traffic for RWY 14L/32L.

4.2.4.2. Protection of the overhead pattern.

4.2.4.2.1. Aircraft departing, making multiple approaches, or requesting closed traffic will maintain at, or below, 2,000' MSL until departure end of the runway to prevent conflict with traffic in the overhead pattern.

4.2.4.2.2. ATCT will issue the above restriction to aircraft when there is traffic in the overhead pattern. Example: "Maintain at or below 2,000' until departure end. Traffic F-15 in the overhead."

4.3. VFR Holding Points.

4.3.1. Southwestern Illinois College (SWIC)—five NM southwest, hold SW of SWIC.

4.3.2. City of Lebanon, IL – five NM northeast, hold NE of Lebanon. Aircraft are to avoid directly over-flying the city of Lebanon for noise abatement.

4.4. Special Procedures (Helicopter, Functional Check Flight, Paradrop Operations).

4.4.1. Helicopter operations.

4.4.1.1. Helicopters will comply with small general aviation aircraft traffic patterns and will use the CMA at the direction of ATCT. Normally, helicopters arriving at SAFB will be directed to land at the intersection of TWYs G and A. In cases of emergencies, Life Flight helicopters can land on the SAFB Ramps.

4.4.1.2. When landing at MidAmerica St. Louis Airport, helicopters will normally be directed to land on TWY Kilo, as close as practical to the apron they will be using. Helicopters are permitted to land and depart from Golf Ramp.

4.4.1.3. Helicopters are prohibited (except as described in **paragraph 4.4.1.1**) from landing on ramps on SAFB.

4.4.2. Memorial East Helipad.

4.4.2.1. Memorial East Helipad is located 3.79 NM northwest of SAFB/MidAmerica St. Louis Airport airport and 2.5 NM northwest of the approach end of RWY 14R at KBLV. Longitude = 38°, 34', 31''. Latitude = 89°, 54', 24.57''. This is within the Class Delta Airspace of KBLV.

4.4.2.1.1. Additionally, the base leg for RWY 14R and the crosswind leg for RWY 14L are located directly above the Memorial East Helipad. **Note:** Do not mistake Memorial Hospital Helipad rotating beacon for the SAFB/MidAmerica St. Louis Airport beacon which is located on top of Hangar 1.

4.4.2.1.2. Pilots entering Class D/E airspace to use the helipad are required to get ATC approval when operating in that area.

4.4.3. Functional Check Flight (FCF).

4.4.3.1. FCF will be coordinated with Kansas City Air Route Traffic Control Center (ARTCC) through AM at least 1 hour prior to takeoff.

4.4.3.2. If the entire FCF is to be conducted in IFR, prior coordination with Kansas City ARTCC is not required.

4.4.3.3. "FCF" must be entered in the Remarks Section of DD Form 1801, *Military Flight Plan*.

4.4.4. Parachute Drop Operations. Specific parachute drop procedures for SAFB are laid out in an approved LOA that must be signed by the unit doing the drops and 375 OG/CC. MidAmerica St. Louis Airport has no specific parachute operations. All parachute drop requests on MidAmerica St. Louis Airport side of the airfield must be coordinated and approved with the AOF/CC and MidAmerica St. Louis Airport Assistant Airport Director before drops are authorized.

4.4.5. Tactical Operations. Tactical operations will be conducted IAW Gateway TRACON (T-75)/SAFB ATCT LOA, and the 458 AS LOAs.

4.4.6. Mid-field circling. A maneuver considered unusual, but allowed, where an aircraft is cleared for a mid-field circling maneuver to one runway and then at the mid-field point circles to land on the parallel runway on the same end as the approach was flown to. If the aircraft is proceeding to the airfield on an instrument approach, the request for the circling maneuver must be conducted with T75. T75 will then coordinate with ATCT for circling instructions. Instructions issued by ATCT will be IAW FAAO JO 7110.65.

4.4.6.1. The runway and type of circle must be clearly coordinated with both the St Louis TRACON Approach Controller and the ATCT controller.

4.5. Reduced Same Runway Separation. SAFB/MidAmerica St. Louis Airport ATCT has no standing procedures for reduced same runway separation. Any operations requiring SAFB/MidAmerica St. Louis Airport ATCT to use reduced same runway separation will be outlined and approved in a locally developed LOP.

4.6. Intersection Departures (see Table 4.3 or Attachment 8). ATCT may initiate intersection departures IAW FAAO JO 7110.65, however it is the pilot's responsibility to accept or reject the clearance based on the performance capability of the aircraft considering weather, pavement, and aircraft load conditions.

Table 4.3. Intersection Departures by Feet Available (Rounded down to the nearest 50').

	Feet Available			
Taxiway	**RWY 14L**	**RWY 32R**	**RWY 14R**	**RWY 32L**
E	N/A	N/A	5,100	2,850
G	7,950	2,000	2,450	5,500
K2	9,550	No Take-off (TO)	N/A	N/A
K3	5,600	4,400	N/A	N/A
K4	4,200	5,800	N/A	N/A
K5	2,450	7,550	N/A	N/A

Chapter 5

INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

5.1. Radar Traffic Patterns. STL Approach Control is responsible for vectoring aircraft to SAFB/MidAmerica St. Louis Airport and for providing traffic advisories to local and transient aircraft. Aircraft operating outside Class D airspace must contact STL Approach Control, or as directed by ATC.

5.2. TACAN-A Procedures. When instructed to overfly the airport and circle west of the airport for any Runway, pilots will remain North of Taxiway Golf and will not make a downwind turn until crossing Runway 14R/32L for standardization.

5.3. ASR Approaches and Precision Approach Radar (PAR) Approaches/Monitoring.

5.3.1. ASR approaches to RWY 14R/32L are available through St Louis Approach Control upon request.

5.3.2. PAR approaches are not available at SAFB/MidAmerica St. Louis Airport.

5.4. Local Departure Procedures. Departure procedures are available and normally assigned with RADAR vectors issued by T-75 TRACON to join the assigned procedure.

5.5. Radar Vector to Initial Procedures. Pilots of aircraft under radar control may request vectors to initial. Vectors will be provided to intercept initial at 3-5 NM from the runway end. IFR service is automatically cancelled once the aircraft reaches initial.

Chapter 6

EMERGENCY PROCEDURES

6.1. Operation of Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN).

6.1.1. PCAS.

6.1.1.1. PCAS is an emergency telephone system restricted to Initial Response Force agencies and select back-up agencies authorized access by AFMAN 13-204V3 AMC Supplement. The following SAFB/MidAmerica St. Louis Airport agencies are authorized to have two-way communication on the PCAS:

6.1.1.1.1. SAFB Fire Department.

6.1.1.1.2. MidAmerica St. Louis Airport Fire Department.

6.1.1.1.3. SAFB Flight Medicine.

6.1.1.1.4. ATCT.

6.1.1.1.5. AM.

6.1.1.2. PCAS will be activated, as necessary, by the ATCT as a minimum for the following situations:

6.1.1.2.1. In-flight emergencies.

6.1.1.2.2. Ground emergencies (i.e., hot brakes, jammed guns, and bomb threats).

6.1.1.2.3. On/off-base aircraft accidents.

6.1.1.2.4. Suspected/actual hi-jack situations.

6.1.1.2.5. Natural disasters that affect the airfield.

6.1.1.2.6. ATCT evacuation.

6.1.1.2.7. Aircraft no radio situations.

6.1.1.3. ATCT will:

6.1.1.3.1. Test the PCAS daily between 0830L and 0900L.

6.1.1.3.2. Report problems with any PCAS reception to RAWS for repair/coordination for repair.

6.1.1.4. PCAS users will:

6.1.1.4.1. Be prepared to copy information and refrain from asking questions until the end of a transmission.

6.1.1.4.2. Remain on the line until all transmissions are complete and they are instructed to secure the line by ATCT.

6.1.2. SCN.

6.1.2.1. SCN is an emergency telephone system activated by AM and restricted to agencies requiring emergency action/response to aircraft mishaps.

6.1.2.2. SCN will be used to relay information that is critical to aircraft and airfield operations and situations identified in the emergency management procedures; other forms of communication will be used to relay non-critical base information.

6.1.2.3. AM will:

6.1.2.3.1. Test the SCN daily, shortly after ATCT tests the PCAS.

6.1.2.3.2. Report problems with transmission or reception with SAFB Telephone Maintenance.

6.1.2.4. SCN users will:

6.1.2.4.1. Be prepared to copy information and refrain from asking questions until the end of a transmission.

6.1.2.4.2. Remain on the line until all transmissions are complete and they are instructed to secure the line by AM.

6.1.2.5. Requests for additions/deletions to SCN must be coordinated through the AFM and forwarded to the 375 OSS/CC for approval/disapproval IAW AFMAN 13-204V2 AMC Supplement.

6.1.2.6. Agencies subscribing to the SCN must have noise reduction features installed to filter out background noise.

6.2. Emergency Response Procedures. In-Flight/Ground Emergency Procedures (on/off base), Designation, and Responsibilities of the Incident Commander (IC).

6.2.1. In the event of an aircraft mishap or emergency, ATCT will:

6.2.1.1. On base.

6.2.1.1.1. Immediately activate the PCAS providing all available information regarding the emergency. Information should include:

6.2.1.1.1.1. Type of emergency (in-flight/ground/physiological emergency, mishap, and aircraft theft/hijack).

6.2.1.1.1.2. Call sign/type aircraft.

6.2.1.1.1.3. Location (see note below).

6.2.1.1.1.4. Estimated time of arrival.

6.2.1.1.1.5. Landing RWY.

6.2.1.1.1.6. Personnel on board (POB).

6.2.1.1.1.7. Fuel on board.

6.2.1.1.1.8. Current wind.

6.2.1.1.1.9. Type of cargo (if hazardous).

6.2.1.1.1.10. Nature of emergency

6.2.1.1.1.11. Any other pertinent information.

6.2.1.1.1.12. If necessary and when practical, grid map coordinates will be

provided to all concerned through activation of the PCAS. IC shall have the authority to update coordinates as appropriate.

6.2.1.1.2. Suspend normal operations when an aircraft mishap is observed or when normal operations would conflict with an emergency aircraft's priority.

6.2.1.1.3. If deemed necessary by the ATCT WS/Senior Controller (SC), notify all airborne traffic "EMERGENCY IN PROGRESS, REMAIN CLEAR OF CLASS D AIRSPACE."

6.2.1.1.4. Notify ground traffic to "HOLD POSITION" when emergency (crash) equipment moves out to respond to the emergency. Normally, resume ground operations after the emergency has been terminated. However, ground movements may be approved on a case-by-case basis prior to emergency termination after coordination with the IC/fire chief.

6.2.1.1.5. Relay all additional information to crash crew personnel over the two-way radio. All references to the crash site will include grid map coordinates.

6.2.1.2. Off-Base. In the event an off-base mishap report is received from a credible source, (ATC facility, Sheriff's Department, etc.) the following shall apply: **Note:** Anytime the source of a mishap report is questionable, ATCT shall notify the 375/932 CP to verify the authenticity of the report. During these circumstances, ATCT will activate the PCAS as directed by the 375/932 CP or base officials.

6.2.1.2.1. Activate the PCAS as in **paragraph 6.2.1.1.1** above.

6.2.1.2.2. ATCT will notify aircraft to remain clear of the mishap area unless otherwise advised by the IC or the 375/932 CP.

6.2.2. Designation of the IC. IC will be the fire chief unless otherwise designated IAW AFI 10-2501, *Air Force Emergency Management Program*, and applicable supplements, or the SAFB Comprehensive Emergency Management Plan 10-2. IC will provide cordon parameters to ATC and the IC will maintain entry into, exit from, and all movements within the cordon area, enabling both parties to manage overlapping needs of airfield operations.

6.3. External Stores Jettison Area Procedures.

6.3.1. External stores, cargo jettison area procedures will only be used as a last resort and when non-jettison procedures will result in the loss of an aircraft.

6.3.2. The external stores and cargo jettison area is defined as the area north of RWY 32L, between the north overrun and Golf Course Road. Release altitude is 1,000' MSL.

6.3.3. Weather conditions must be sufficient to allow the pilot visual contact with the ground during the approach and jettison portion of the maneuver.

6.4. Fuel Dumping Procedures.

6.4.1. Fuel dumping will normally be conducted under the control of T-75. The recommended fuel dump area for SAFB is off the Troy VOR and TACAN Navigational Facilities—Co-located (VORTAC), 151 Radial between 20 and 40 Distance Measuring Equipment (DME).

6.4.2. KC-135 aircraft must be no lower than 10,000' MSL. An optimum altitude of 3,000' to 6,000' MSL is suggested for all other base-assigned aircraft. Final altitude and location will be as directed by the controlling ATC facility, normally STL Approach Control.

6.4.3. The controlling ATC facility will assign an altitude and vectors to an area to jettison fuel based on air traffic and urgency. Emergency fuel dumping may occur within Class D airspace.

6.5. Emergency Aircraft Arresting System Procedures. SAFB/MidAmerica St. Louis Airport does not have aircraft arresting/barrier systems installed.

6.6. Hot Brake Area and Procedures. (See **paragraph 2.15.2**.).

6.7. Abandonment of Aircraft.

6.7.1. The controlled bailout area is defined as the Scott TACAN, 147 radial from 8 to 28 DME heading 147° IAW the aircraft's Mission Design Series (MDS) requirements.

6.7.2. If possible, the aircraft will be under radar control to aid search and recovery.

6.7.3. The final decision to abandon an aircraft rests with the aircraft commander (AC)/pilot-in-command.

6.7.4. If time permits, ATCT will:

6.7.4.1. Define the area, direct the aircrew to contact STL Approach Control for vectors to bailout point, and activate the PCAS.

6.7.4.2. Keep other ATC facilities advised of the situation or transfer control to STL Approach Control.

6.7.4.3. Accomplish emergency actions as required or as directed by the IC.

6.8. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Response Procedures.

6.8.1. ATCT will notify STL Approach Control and AM when a Personnel/Crash Locator Beacon Signal or ELT signal is received or when aircraft reports receiving such a signal.

6.8.2. PCAS and SCN will be activated for a Personnel/Crash Locator Beacon Signal or ELT signal only if emergency response is desired by CP.

6.8.3. ELT tests are authorized in compliance with guidance outlined in FAAO JO 7110.65.

6.9. Hung Ordnance Procedures. See **paragraph 2.15.1** for procedures.

6.10. Wind Limitations on the ATCT. ATCT will be evacuated, as described in **paragraph 6.11.1** when the wind, whether sustained or gusts, reach 70 knots. ATCT's structural wind limitations are exceeded when sustained winds reach 70 knots or greater and gusts are 80 knots or greater.

6.11. Evacuation of Airfield Operations Facilities.

6.11.1. ATCT evacuation.

6.11.1.1. When the ATCT (bldg 3900) must be evacuated due to fire, bomb threat, excessive wind, tornado sighted or reported moving toward the base, or other unsafe

conditions requiring ATC personnel to leave, ATCT will (time permitting, safety of life takes priority).

6.11.1.1.1. Activate the PCAS and state the reason for the evacuation and where the controllers will relocate.

6.11.1.1.2. Broadcast the following message on ALL frequencies, including emergency frequencies and the ATIS: "ATTENTION ALL AIRCRAFT, SCOTT TOWER IS BEING EVACUATED, (ANY OTHER PERTINENT INFORMATION). ALL AIRBORNE AIRCRAFT CONTACT ST. LOUIS APPROACH ON 125.2 OR 281.5. ALL TAXIING AIRCRAFT REMAIN OFF THE RUNWAY; MILITARY AIRCRAFT CONTACT SCOTT COMMAND POST ON 139.9 OR 349.4, CIVILIAN AIRCRAFT CONTACT ATS ON UNICOM FREQUENCY 122.95." **Note:** The 375/932 CP shall not issue taxi instructions, but serve as a coordination agency to assist ACs until ATCT has returned to operation.

6.11.1.1.3. Determine where ATC personnel will relocate using the WS Ready Reference File (RRF). This location is normally on the first floor in front of the elevator for high winds/severe weather, or the corner of the parking lot for bomb threats, fire, etc.

6.11.1.1.4. Transfer control of all airborne VFR/IFR aircraft to STL Approach Control and complete applicable checklists in the WS RRF.

6.11.1.1.5. Set airfield lighting IAW the WS RRF.

6.11.1.2. Upon notification of the ATCT evacuation, AM will:

6.11.1.2.1. Activate the SCN and pass all known information.

6.11.1.2.2. Advise AM to transmit NOTAMs closing RWY 14R/32L and a separate NOTAM closing the ATCT.

6.11.1.3. Only emergency response vehicles are permitted on the CMA. AM has approval authority for other vehicles.

6.11.1.4. NAVAIDS internal monitoring capabilities will be relied upon IAW AFMAN 13-204V3 AMC Supplement.

6.11.1.5. MidAmerica St. Louis Airport RWY 14L/32R, TWYs and aprons will remain open, but uncontrolled. **Note:** AFMAN 13-204V3 AMC Supplement requires closing the SAFB portion of the airfield (RWY 14R/32L and all TWYs, ramps and aprons west of the Silver Creek Bridge) to all aircraft activity when ATCT, AM or both are closed. Operation NOBLE EAGLE Missions have an AMC waiver allowing movement.

6.11.2. AM Evacuation.

6.11.2.1. When AM (Hangar 1) personnel must be evacuated due to fire, bomb threat, or other unsafe conditions, AM will relocate to the alternate AM facility in building 3689 (RAWS).

6.11.2.2. Transient aircrews will be directed to alternate facility by TA.

6.12. SAFB Fire/Crash Status and Aircraft Operating Restrictions.

6.12.1. SAFB/MidAmerica St. Louis Airport firefighting capability will be reported IAW the ARFF capability matrices in Attachments **3** and **4** of AFI 32-2001, *Fire and Emergency Services (F&ES) Program*, and AFMAN 13-204V2 AMC Supplement, Attachment 3.

6.12.2. ARFF levels of service. Actions as outlined in **Attachment 10** will be implemented in conjunction with the reported levels of service stated in AFMAN 13-204V2 AMC Supplement, **Attachment 3**.

6.12.3. Restrictions to SAFB Flying Operations.

6.12.3.1. The base is designated a Category 4 airfield for firefighting services and manned/equipped accordingly. An ARFF Risk Management (RM) was conducted and multiple wings' guidance is provided IAW **Attachment 10** for all base assigned aircraft.

6.12.3.2. Scott AFB steady state levels of service for all base assigned aircraft categories (Cat 4 and below) operating on RWY 14R/32L and 14L/32R is OLS. When ARFF capability to RWY 14R/32L is reduced to CLS status or below, all abnormal and concurrent servicing fuel and Liquid Oxygen operations (per T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*) will be terminated on the military side of the airfield unless determined to be mission critical by the applicable wing commander. If operations are determined to be mission critical, the fire department must be notified a minimum of 15 minutes before the start of the operation and the fire chief will determine appropriate ARFF vehicle standby requirements.

6.12.3.3. Steady state conditions are published in Flight Information Publications and the AMC Giant Report for each category of aircraft.

6.13. Aircraft Rescue and Fire-Fighting (ARFF) Notification Procedures.

6.13.1. Notification procedures for reduced firefighting capabilities.

6.13.1.1. SAFB Fire Department will notify AM and 375/932 CP daily with current ARFF capability for each runway. In addition, they will also notify AM and 375/932 CP in a timely manner of any reduced firefighting capability in terms of amount of agent or number of personnel and estimated time of return to full capability.

6.13.1.2. When the designated number of firefighting personnel or firefighting agent is outside the required numbers or response times based on the published steady state, the capability category falls, and a report is made to personnel and agencies affected. This report is sent via NOTAMs and through direct communications with local flying organizations. AM will notify the following of reduced firefighting capability and estimated time of return to full capability if known:

6.13.1.2.1. The 375 OSS/CC.

6.13.1.2.2. ATCT.

6.13.1.2.3. The 375/932 CP.

6.13.1.2.4. The 126 ARW/CP.

6.13.1.2.5. TA.

6.13.1.2.6. MidAmerica St. Louis Airport AOC.

6.13.1.2.7. NOTAMs will be sent using **Attachment 10** to advertise the current airfield level of service only if the duration of the reduced ARFF status change exceeds or is expected to exceed 72 hours.

6.13.1.2.8. The need to report ARFF capability degradation due to off-airfield emergency responses is made at the discretion of the senior fire officer based on the availability and speed by which crews can respond back to the airfield.

6.13.1.3. The 375/ 932 CP will notify the following of reduced firefighting capability and the estimated time of return to full capability.

6.13.1.3.1. The 375 OG/CC.

6.13.1.3.2. The 375 AMW/CC.

6.13.1.4. The 126 ARW/CP will notify the 126 OG/CC. **Note:** The 126 ARW/CC, or equivalent, will maintain operations control of the 126 ARW aircraft using RWY 14L/32R.

6.13.1.5. ATCT will broadcast the DoD ARFF operations reduced capability on the Automatic Terminal Information System (ATIS).

6.14. Alternate Facility Procedures.

6.14.1. AM. The alternate AM facility is located in the RAWS building (bldg 3689). It is equipped with all necessary landlines, radios, and LAN connections. Procedures are conducted IAW building evacuation Quick Reaction Checklists.

6.14.2. ATC. No alternate ATC facility is available.

6.15. Hydrazine Aircraft Operations. Hydrazine is an odorless, colorless gas used in some aircraft (i.e., F-16s) for auxiliary power. The gas is deadly to humans. Aircraft inbound to SAFB/MidAmerica St. Louis Airport with suspected Hydrazine leaks will be directed to turn off and exit the RWY at the end, and hold this position until emergency response personnel deem the aircraft safe to move to normal parking on the ramp.

6.15.1. AM will close RWY 14R/32L to air traffic until the aircraft with the hydrazine leak is declared safe.

6.15.2. MidAmerica St. Louis Airport AOC will close RWY 14L/32R to aircraft operations until the aircraft is declared safe.

Chapter 7

FLIGHTLINE (CMA) VEHICLE/PEDESTRIAN OPERATIONS

7.1. Detailed instructions pertaining to flight line (CMA) vehicle/pedestrian operations can be found in SCOTTAFBI 13-213.

Chapter 8

FLIGHT PLANNING PROCEDURES

8.1. Flight Planning.

8.1.1. Pilots intending to fly an aircraft originating from SAFB ramps must file a flight plan with SAFB AM, prior to flight departure time. AM must receive departure/arrival flight plans for those aircrews being flight managed by 618 AOC (formerly Tanker Airlift Control Center (TACC)), United States Air Forces Europe, Pacific Air Forces, Air Mobility Operations Control Center, or civil/contract aircraft dispatch section. AM personnel will not modify/change flight plans for Flight Managed Missions without approval from the flight planning cell/flight managers.

8.1.2. Flight plan filing procedures.

8.1.2.1. Aircraft operating on the second or subsequent legs of an IFR or VFR stopover flight plan must have their outbound leg on file at AM.

8.1.2.2. SAFB and 126 ARW assigned crews may file a flight plan with AM via fax (DSN 576-6718 or commercial (618) 256-6718), scanned e-mail to 375OSS.OSAA.ScottAirfieldOps@us.af.mil or call DSN 576-1861 or commercial (618) 256-1861 to activate one of the locally approved "canned" flight plans.

8.1.2.3. The individual submitting the flight plan must call AM via land line (DSN 576-1861 or commercial (618) 256-1861) to verify the flight plan was received and ensure AM personnel have no questions to expedite processing. Aircrews experiencing difficulties with flight plans will contact AM via Pilot-To-Dispatch or land line listed above.

8.1.2.4. Allow 30 minutes for domestic and 2 hours for international flight plans to be processed.

8.1.2.5. The original flight plan must be maintained by the originator IAW AFRIMS Table 13-07 Rule 3.00. **Note:** Aircrews filing with agencies outside AM shall ensure an electronic copy of the flight plan is sent to AM prior to departure.

8.1.2.6. Aircrew filing their own flight plans (i.e., ForeFlight) must notify 375 AM once it has been filed via e-mail or delivering to the 375 AM Front Desk.

8.1.3. AM will advise ATCT of each filed flight plan and proposed departure time. Information provided to ATCT will include:

8.1.3.1. Aircraft identification.

8.1.3.2. Type aircraft.

8.1.3.3. Estimated time of departure.

8.1.3.4. Duration of local flights.

8.1.4. Pilots of military aircraft parked at MidAmerica St. Louis Airport may file flight plans at AM provided they file the original signed flight plan in person or file the flight plan with STL Automated Flight Service Station (AFSS). However, flight plans filed with STL AFSS are not able to be flight followed by AM.

8.1.5. AM will request Full Route Clearance (FRC) on any flight plans if they make modifications and are unable to contact the aircrew.

Chapter 9

MISCELLANEOUS PROCEDURES

9.1. Airfield Operations Board (AOB)/Joint Use Meeting Executive Committee (JUMEC). The AOB will meet quarterly IAW AFMAN 13-204V1 AMC Supplement; it is the decision-making body for changes to policy governing operations within the SAFB/MidAmerica St. Louis Airport airfield. The 375 AMW/CV or designated representative (no lower than 375 OG/CC) chairs the AOB.

9.1.1. AOB Membership.

9.1.1.1. The 375 AMW Members:

9.1.1.1.1. The 375 AMW/CV.

9.1.1.1.2. The 375 OG/CC.

9.1.1.1.3. The 375 OG/OGV.

9.1.1.1.4. The 375th Mission Support Group Commander (MSG/CC).

9.1.1.1.5. The 375 AMW/SE.

9.1.1.1.6. The 375/932 CP.

9.1.1.1.7. The 458 AS/CC.

9.1.1.1.8. The 54 AS/CC.

9.1.1.1.9. The 906th Air Refueling Squadron Commander (ARS/CC).

9.1.1.1.10. The 375 OSS/CC.

9.1.1.1.11. The 375 CES/CC.

9.1.1.1.12. The 375 AOF/CC.

9.1.1.1.13. The 375 OSS Weather Flight Chief.

9.1.1.1.14. The 375 OSS/OSAA, AFM.

9.1.1.1.15. The 375 OSS/OSAB, ATCT Chief Controller.

9.1.1.1.16. The 375 OSS/OSAM, RAWS NCOIC.

9.1.1.2. MidAmerica St. Louis Airport Members:

9.1.1.2.1. MidAmerica St. Louis Airport Airport Director.

9.1.1.2.2. MidAmerica St. Louis Airport Assistant Airport Director.

9.1.1.2.3. Applicable MidAmerica St. Louis Airport Air Carrier Station Managers.

9.1.1.3. Associate and/or Tenant Unit Members:

9.1.1.3.1. The 126 OG/CC (Or designated OG representative).

9.1.1.3.2. The 126 ARW/SE.

9.1.1.3.3. The 932 OG/CC (Or designated OG representative).

9.1.1.3.4. The 932 AW/SE.

9.1.1.4. T-75 Representative.

9.1.2. Airfield Operations Board Review Items. AFMAN 13-204V1 AMC Supplement requires mandatory annual review of the following items. They will be accomplished according to the following schedule:

9.1.2.1. Items for quarterly review at AOB IAW AFMAN 13-204V1 AMC Supplement:

9.1.2.1.1. Airspace (terminal, enroute, and special-use airspace).

9.1.2.1.2. ATC flying procedures. (new, revised, rescinded, and seldom used).

9.1.2.1.3. Military, FAA, and/or Host Nation Concerns.

9.1.2.1.4. AOF (AOF Staff, AM, ATC, and RAWS) staffing.

9.1.2.1.5. RAWS (flight inspection schedule, RAWS equipment findings, status, upgrades).

9.1.2.1.6. Airfield environment.

9.1.2.1.6.1. Review airfield activities.

9.1.2.1.6.2. Status of construction projects.

9.1.2.1.6.3. Number and status of permanent/temporary airfield waivers.

9.1.2.1.6.4. Status of deteriorating airfield/runway conditions.

9.1.2.1.7. HATRs.

9.1.2.1.8. Status of Airfield Driving Training Program.

9.1.2.1.8.1. Units visited and results of inspection.

9.1.2.1.8.2. Units scheduled for the upcoming quarter.

9.1.2.1.8.3. Number of spot-checks performed and results.

9.1.2.1.8.4. Changes or findings with accomplishing airfield driver training.

9.1.2.1.8.5. Other issues as appropriate.

9.1.2.1.9. Runway intrusions/CMAVs.

9.1.2.2. Items for annual review will be briefed at the 4th quarter AOB typically held in January IAW AFMAN 13-204V1 AMC Supplement.

9.1.2.2.1. Letter of procedure (LOP) review.

9.1.2.2.2. TERPs.

9.1.2.2.3. AICUZ (Optional).

9.1.2.2.4. Results of annual self-inspection.

9.1.2.2.5. SAFB ATC directives.

9.1.2.2.6. Special Interest Items (SII). (Upon release of new SIIs).

9.1.2.2.7. Results of Annual Certification/Safety Inspection and Quarterly Joint Inspection (as required).

9.1.2.2.8. Status of existing airfield waivers.

9.1.2.2.9. Aircraft Parking Plan. (Annually or as required).

9.1.3. JUMEC.

9.1.3.1. In addition to the AOB, management and discussion of SAFB/MidAmerica St. Louis Airport joint operations and issues are presented at the JUMEC IAW the Joint Use Agreement and Annex B.

9.1.3.2. The JUMEC will meet as needed with either the 375 AMW or MidAmerica St. Louis Airport hosting the meetings.

9.1.3.3. The 375 AMW/CC, St. Clair County Board Chairman, and MidAmerica St. Louis Airport Director chair the meeting.

9.1.3.4. JUMEC Membership:

9.1.3.4.1. The 375 AMW/CC.

9.1.3.4.2. The 375 OG/CC.

9.1.3.4.3. The 375 OSS/CC.

9.1.3.4.4. The 375 MSG/CC.

9.1.3.4.5. The 375 CES/CEF.

9.1.3.4.6. The 375 CES/CC.

9.1.3.4.7. The 375 SFS/CC.

9.1.3.4.8. The 375th Communications Group CC (as needed).

9.1.3.4.9. The 375th Communications Squadron (CS)/CC.

9.1.3.4.10. The 126 ARW/CC.

9.1.3.4.11. The 932 AW/CC.

9.1.3.4.12. Chairman, St Clair County Board.

9.1.3.4.13. MidAmerica St. Louis Airport Director.

9.1.3.4.14. MidAmerica St. Louis Airport Assistant Airport Director.

9.1.3.4.15. MidAmerica St. Louis Airport Engineering and Planning.

9.2. NOTAM Procedures.

9.2.1. ATCT is designated the NOTAM monitoring facility.

9.2.2. AM is the designated military NOTAM dispatch facility by the AOF/CC and is responsible for publishing local area NOTAMs (local advisories) in the NOTAM System on property owned by the Department of Defense (all areas west of Silver Creek) except for Taxiway Golf, which has split ownership.

9.2.3. MidAmerica St. Louis Airport AOC is responsible for publishing civil NOTAMs on property owned by St. Clair County (all areas to include Silver Creek east). MidAmerica St. Louis Airport Operations is the designated NOTAM authority for Taxiway Golf.

9.2.4. AM and MidAmerica St. Louis Airport AOC will coordinate NOTAM information with each other and ATCT. Coordinating agencies will advise ATCT of all new, revised, and cancelled NOTAMs and confirm receipt with ATCT via recorded line.

9.2.5. Disseminate information on unanticipated or temporary interruptions/changes to components of the National Airspace System IAW FAAO JO 7930.2S, *Notices to Air Missions*, and AFI 11-208_IP.

9.2.5.1. AFM and MidAmerica St. Louis Airport AOC will ensure our operations personnel are familiar with criteria of NOTAM and non-NOTAM material for military and civilian NOTAMs.

9.2.5.2. Standards for NOTAM and non-NOTAM items are found in FAA Advisory Circular 150/5200-28G, *Notices to Air Missions (NOTAMs) for Airport Operations*, and AFI 11-208_IP.

9.2.6. Inter-facility coordination of NOTAMs between AM and MidAmerica St. Louis Airport AOC will be accomplished as follows:

9.2.6.1. AM will:

9.2.6.1.1. Submit NOTAMs to DoD NOTAM office for outages affecting SAFB. Any NOTAMs required for MidAmerica St. Louis Airport facilities will be coordinated with MidAmerica St. Louis Airport AOC.

9.2.6.2. MidAmerica St. Louis Airport AOC will:

9.2.6.2.1. Transmit FAA-approved NOTAMs affecting facilities and services at SAFB/MidAmerica St. Louis Airport.

9.2.6.2.2. Transmit NOTAM data into the FAA National Flight Data Center using current FAA procedures.

9.2.6.2.3. E-mail transmittal may be used to simplify NOTAM dissemination to all tenants.

9.2.6.3. Verification of NOTAM receipt will be made between MidAmerica St. Louis Airport AOC, AM, and ATCT. The originating agency will contact the receiving agency for verification.

9.2.6.4. MidAmerica St. Louis Airport AOC and AM will validate the Airport Outstanding NOTAM Checklist daily. The list will contain NOTAM and Airfield Advisory information that affects military and civilian operations at SAFB/MidAmerica St. Louis Airport.

9.2.7. NOTAM and airfield advisory information for SAFB can be obtained via the internet at: https://www.notams.faa.gov/dinsQueryWeb/ or by calling AM or the MidAmerica St. Louis AOC.

9.3. FLIP Accounts, Procedures for Requesting Changes. AM receives and issues FLIPs for base assigned units. Units should contact their unit FLIP manager for FLIP account change

requirements and contact Scott AM via DSN 576-1861 or email at 375OSS.OSAA.ScottAirfieldOps@us.af.mil

9.4. Waivers to Airfield/Airspace Criteria. Airfield/Airspace waivers are reviewed annually and briefed at the AOB. The 375 CES is the OPR for the Airfield Waiver Program and the 375 OSS/OSA is the OPR for Airspace Criteria.

9.4.1. Airfield Obstructions/Waivers. The 375 CES and AFM determine obstructions in the navigable airspace at SAFB. The 375 CES and AM will use UFC 3-260-01 and Title 14 CFR, Part 77, *Objects Affecting Navigable Airspace*, when determining obstacle criteria.

9.4.1.1. AMC-waived obstructions must be revalidated bi-annually. The 375 CES initiates the annual waiver revalidation and identifies all items that fall within the imaginary surfaces listed in UFC 3-260-01, fully describes each item in the appropriate 375 CES Tab, and initiates coordination for waiver action with 375 AMW/SE and AOF/CC.

9.4.1.2. Objects on the airfield West of Silver Creek deemed to be airspace/airfield obstructions must be reviewed and approved for waiver. Items identified by AMC and denied waiver approval will be programmed for removal.

9.4.1.3. The 375 CES will initiate temporary airfield waiver action at least 45 days prior to the start of any construction project violating clearance criteria established in UFC 3-260-01 or Title 14 CFR, Part 77. AFM, 375 AMW/SE, and AOF/CC must coordinate on temporary waivers before 375 CES forwards them to the 375 AMW/CC for approval.

9.4.2. Airspace waivers. The 375 AMW Airspace Manager (designated as AOF/CC) must determine the need for airspace waivers, and submit all required paperwork to Flight Standards District Office (FSDO-Dallas/Ft. Worth), FAA Regional Office, and T-75. Airspace Manager will also submit notifications to USAF IAW DAFMAN 13-201, *Airspace Management*. All waivers will be submitted and determined on a case-by-case basis (i.e., air shows, fly-bys, natural disasters, emergencies, etc.).

9.5. Prior Permission Required (PPR) Procedures.

9.5.1. PPR is required due to limited aircraft parking facilities and the requirement to manage transient aircraft movement on the airfield. AM is the sole agent for issuing PPRs for transient aircraft to use any parking facility on SAFB.

9.5.1.1. AM will complete PPR request for all transient aircraft requesting to use SAFB ramps. PPR requests will depict:

9.5.1.1.1. Date and time of aircraft arrival/departure.

9.5.1.1.2. Type of aircraft.

9.5.1.1.3. Reason for stop at SAFB (i.e., gas and go, DV movement, AMC conference, etc.).

9.5.1.1.4. Point of contact.

9.5.1.1.5. DSN/commercial telephone number.

9.5.1.1.6. Any DV movement or special servicing requirements.

9.5.1.2. AM will approve PPR if there is sufficient parking space and if the aircraft arrives and departs within TA and/or AM operating hours.

9.5.2. TA Contracting Officer Representative (COR) must approve PPRs for aircraft arriving after TA and/or AM operating hours. The 375 OSS/DO is an alternate approver if the COR is unavailable. **Note:** Transient aircraft may not park or depart from parking at SAFB without TA or maintenance assistance unless prior coordination with the 375 OSS/DO has taken place.

9.5.3. The 375/932 CP and TA will be notified of all PPRs.

9.5.4. The 126 ARW Transient Aircraft Coordination.

9.5.4.1. Transient aircraft parking at the 126 ARW Ramp is for official business only and normally requires 48-hour advance PPR.

9.5.4.2. Transient crews requesting parking at 126 ARW Ramp must initiate the PPR request through the 126 ARW/AM and 126 ARW/CP prior to inputting PPR into C2IMERA.

9.5.4.3. C2IMERA will be the focal point for all PPRs, approvals, and Notification procedures.

9.5.5. PPR is required for locally assigned C-21 and C-40 aircraft requiring DV parking in front of AM. Normally, TA provides transient services to base-assigned C-21 aircraft parked on Spots 13 through 15, provided the aircraft arrives or departs with a DV Code 6 or higher.

9.6. Arriving Air Evac Notification and Response Procedures. Upon notification/arrival of any air evac aircraft, AM will notify the 375/932 CP. The 375/932 CP will notify the clinic, fire department, and rescue protection.

9.6.1. Air Evac support crews must stage their vehicles (ambulance, ambulance bus, support vehicles, special equipment vehicle, etc.) on the South Apron of Hangar 1 until air evac aircraft are parked and engines shut down. Support crews shall wait until aircraft are safe and ready for their vehicles and crew members are in position to marshal the vehicles.

9.7. Unscheduled/Unauthorized Aircraft Arrivals.

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

9.7.2. AM will grant or deny permission for unscheduled aircraft arrivals IAW AFI 10-1001, *Civil Aircraft Landing Permits*, SAFBI13-213, *Scott AFB Airfield Management*, and local checklists.

9.7.3. Unauthorized landings. (Refer to AFI 10-1001 and SAFBI 13-213.)

9.7.3.1. In the event an aircraft lands without permission and appears to be heading toward an area outside the designated Joint Use Area, ATCT and AM will execute Unauthorized/Inadvertent Civilian Aircraft Landings checklists.

9.7.3.2. Unauthorized landings present a distinct security risk to SAFB. If a pilot files a flight plan to and lands at SAFB without first obtaining prior permission, the 375 AMW/CC or a designated representative may categorize the landing as unauthorized IAW AFI 10-1001 if it exits the designated joint use area onto DoD property without permission.

9.7.3.3. When a civil aircraft, without a PPR requests permission to land, AM will inform ATCT that no prior approval has been obtained and the aircraft is to be denied landing rights if it plans to come to the military side of the airfield.

9.7.3.4. If the pilot of a civil aircraft declares an emergency and needs to land at SAFB/MidAmerica St. Louis Airport, the ATCT WS/SC will allow the aircraft to land; direct him to clear the active runway and plan for it to go to the civilian side of the airfield.

9.7.3.5. AM will:

9.7.3.5.1. Respond to the aircraft and coordinate with ATCT to ensure the aircraft is held in position until the 375 SFS responds. **Note:** At no point shall an AM individual board the aircraft.

9.7.3.5.2. Notify the 375 SFS to dispatch a security team to the aircraft to maintain security of the aircraft and crew.

9.7.3.5.3. Notify the AOF/CC and if necessary, conduct follow-on actions as directed by the AOF/CC or designated representative.

9.7.3.5.4. Have TA standby to escort and/or park the aircraft.

9.7.3.6. AOF/CC or designated representative will proceed to the aircraft to determine landing validity.

9.7.3.7. The responding representative will interview the pilot and obtain a written circumstantial report, copies of pilot's license, driver's license, aircraft registration, and copies of reports taken by other responders such as FAA, 375 SFS, or secret service.

9.7.3.8. Once the interview is completed, the category of landing will be ascertained and appropriate landing fees will be assessed according to AFI 10-1001 and appropriate report sent to HAF Operations Directorate (A30/AC).

9.7.3.9. AOF/CC will update the 375 AMW/CC and the 375 OG/CC.

9.8. Distinguished Visitor Notification Procedures.

9.8.1. Pilots of base-assigned aircraft transporting O-6s (or equivalent) in the position of wing commander (or equivalent) or DV Code 6 or higher will contact the 375/932 CP on UHF 349.4 or VHF 139.9 at least 30 minutes prior to landing with DV status and an estimated block time.

9.8.2. If unable to contact the 375/932 CP, contact AM on Pilot-to-Dispatch frequencies, and provides DV status, block time and aircraft maintenance status. AM will pass this information to the 375/932 CP.

9.8.3. AM will advise ATCT of aircraft identification and estimated time of arrival (ETA) or estimated time of departure (ETD) of aircraft with a DV code on board and request a 15 flying mile call for inbound aircraft as applicable.

9.8.4. ATCT will:

9.8.4.1. ATCT will pass a "DV check" to AM when the DV aircraft is at 15 flying miles out.

9.8.4.2. Call AM with a "priority arrival" when the DV aircraft lands. This service is dependent upon existing workload and will not detract in any way from the performance

of primary ATC responsibilities. **Note:** The term "DV" will not be used over the radio or landlines. DV aircraft shall be replaced with "priority aircraft."

9.9. Dangerous/Hazardous Cargo. Taxi routes and other procedures applicable to hazardous material and contaminated aircraft are established for use at SAFB. SAFB has extremely limited explosive storage and parking locations. SAFB is unsuitable for hazardous cargo without prior coordination and should not be considered a routine location for missions carrying hazardous cargo.

9.9.1. Notification.

9.9.1.1. Notification of inbound aircraft carrying hazardous cargo may be received from air terminal operations center, ATCT, pilot-to-dispatch message, flight service, etc.

9.9.1.2. Not Utilized

9.9.1.3. A base agency receiving information on an inbound aircraft carrying hazardous cargo will relay all available information to AM.

9.9.1.4. AM will:

9.9.1.4.1. Notify and keep the appropriate agencies updated (i.e., 375/932 CP, 375 CES/CEF, MidAmerica St. Louis Airport/AOC, TA, AOF/CC, etc.).

9.9.1.4.2. Notify ATCT and MidAmerica St. Louis Airport AOC when commercial and general aviation aircraft are restricted from RWY 14R/32L.

9.9.1.4.3. Publish appropriate NOTAMs restricting general aviation and commercial aircraft from using RWY 14R/32L.

9.9.1.5. MidAmerica St. Louis Airport AOC will:

9.9.1.5.1. Ensure air carrier companies operating aircraft under the Title 14 CFR, Part 21, *Electronic Code of Federal Regulation*, maintain only qualified agencies and personnel to receive or handle hazardous substances and materials as outlined in hazardous material regulations.

9.9.2. Parking for Explosive Cargo Aircraft (see **Attachment 2**). DoD aircraft destined for SAFB with DoD Class 1.1 cargo will park at the Explosive Cargo Parking Spot on TWY A, between TWYs G and E. Spot marked with a white nose wheel parking spot.

9.9.2.1. Additional Explosive Cargo parking spots available on Spots 1-4 but limited to amounts and not approved for DoD class 1.1. Use of Spots 5-7 requires prior coordination with Airfield Operations.

9.9.2.2. The designated Hazardous Cargo Parking Spot for MidAmerica St. Louis Airport is the TWY K and TWY K5 intersection.

9.9.2.3. RWY 14R/32L will be closed when aircraft are parked on the explosive parking spot on TWY A.

9.10. Wear of Hats. Hats or headgear (i.e., baseball hats), as well as personal protective equipment worn during maintenance or servicing are authorized on the flight line and in industrial aircraft maintenance areas. Under no circumstances will hats or headgear be worn within 25 feet of any operating aircraft engine intake or within 200 feet of an engine exhaust.

9.11. Local Aircraft Priorities. ATCT prioritizes aircraft movements IAW FAAO JO 7110.65. Local aircraft priorities are subordinate to FAA directives.

9.11.1. SAFB local priorities are defined as (listed in order of preference):

9.11.1.1. The 126 ARW alert aircraft.

9.11.1.2. Aircraft carrying hazardous cargo.

9.11.1.3. Full stop landings.

9.11.1.4. DV arrivals and departures.

9.11.1.5. Departures.

9.11.1.6. Base-assigned transition training missions.

9.11.1.7. Transient aircraft transition training.

9.12. Lost Communications Instructions.

9.12.1. If being vectored in the radar pattern, proceed visually to initial or downwind, RWY 14L/32R, rock wings and look for light gun signals from ATCT on base and final.

9.12.2. If flying under VMC, proceed to initial or downwind, RWY 14L/32R, rock wings and look for light gun signals from ATCT on base and final.

9.12.3. If flying under IMC, proceed via last route and altitude assigned by ATC or minimum altitude/flight level for IFR operations, leave clearance limit, proceed to a fix from which an approach begins before beginning descent, and look for light gun signals from ATCT. If aircraft has been vectored off of assigned route, proceed via the most direct course possible to assigned route before executing an approach and look for light gun signals on final from ATCT.

9.12.4. Any aircraft experiencing lost communications will be considered an emergency by ATCT.

9.13. VFR Aircraft Returning to the Local IFR Pattern.

9.13.1. All aircraft that are in the local VFR traffic pattern(s) at KBLV and want to return back into the local IFR pattern(s) (ILS/TACAN/ext.) back to Scott will be issued a short range IFR clearance back to KBLV.

9.13.1.1. Unless otherwise coordinated, all transient aircraft will be issued a clearance IAW the following.

9.13.1.1.1. RWY 14R/32L- Runway heading.

9.13.1.1.2. RWY 14L/32R- A left (RWY 14L) / right (RWY 32R) turn heading 040.

9.13.1.1.3. Maintain 3,000 feet MSL.

9.13.1.1.4. PHRASEOLOGY: “Call sign, cleared to KBLV via radar vectors, on departure (fly runway heading, Turn Left/Right 040), maintain 3,000, departure frequency will be 125.2 Maintain current squawk.”

9.13.1.2. **Local Climb-Out Instructions may be issued to locally assigned aircraft.** When issued a “Local climb-out” instruction, pilots shall fly the following, change to departure frequency 125.2 and maintain current squawk.

9.13.1.2.1. RWY 14R/32L- Runway heading.

9.13.1.2.2. RWY 14L/32R- A left (RWY 14L) / right (RWY 32R) turn heading 040.

9.13.1.2.3. Maintain 3,000 feet MSL.

9.13.1.2.4. PHRASEOLOGY: *"Call sign, after completion of your option, execute local climb-out."*

9.13.1.3. In the event an aircraft provides ATCT, late notice of his intentions to return to the IFR pattern (after a point closer than as indicated in the T75 – KBLV LOA) the aircraft will be given closed traffic in the VFR pattern until coordination can be accomplished.

9.14. Opposite Direction Take-Offs and Landings.

9.14.1. In coordination with the STL Approach Control, ATCT is the final approving authority. In all cases, the aircraft approaching or departing the runway in use will have priority over the aircraft requesting opposite direction. ATCT will evaluate each opposite direction request based on known traffic conditions and apply guidelines according to the following criteria:

9.14.1.1. IFR/VFR Departure and IFR/VFR Arrival. For same runway operations, departing aircraft including aircraft performing a go-around or missed approach must be turned to avoid conflict prior to the arriving aircraft reaching:

9.14.1.1.1. A point 10 flying miles from the threshold of the runway of intended landing; or

9.14.1.1.2. If an aircraft is established in the traffic pattern, prior to that aircraft turning base leg.

9.14.1.2. IFR/VFR Arrival and IFR/VFR Arrival. For same runway operations, the first arrival must cross the runway threshold prior to the succeeding arriving aircraft reaching:

9.14.1.2.1. A point 10 miles from the threshold of the runway of intended landing, regardless of aircraft type.

9.14.1.2.2. If an aircraft is established in the traffic pattern, prior to that aircraft turning base leg.

9.14.2. If the above conditions are not met, action must be taken to ensure control instructions are issued to protect the integrity of the cutoff points.

9.15. Breakout/Go Around/Missed Approach Procedures.

9.15.1. If it becomes necessary to breakout, an aircraft in the VFR traffic pattern the aircraft can expect vectors and altitudes upon coordination between ATCT and STL Approach Control.

9.15.2. An aircraft conducting a missed approach will conduct the missed approached procedures in accordance with the approach plate.

9.15.3. If the aircraft pilot is instructed to "GO AROUND," the pilot will re-enter the rectangular pattern in VFR conditions. In IFR conditions, the pilot is authorized to fly the published Missed Approach, or follow alternate instructions given by ATCT. Normally, instructions from ATC will be a climb to 3000 feet MSL with issued headings as follows:

9.15.3.1. Runway 32R/14L – 040 degrees.

9.15.3.2. Runway 14R/32L – runway heading.

9.16. Flight line Smoking Policy. Smoking is prohibited on SAFB flight line, IAW DAFMAN 91-203, *Air Force Consolidated Occupational Safety Instruction*.

9.17. Civilian Aircraft Operations.

9.17.1. ATCT WS may change RWY use based on operational necessity.

9.17.2. Civilian aircraft will not be permitted to hold over SAFB while in the Class D airspace.

9.17.3. Civilian aircraft will not be permitted to take photographs of SAFB while in the Class D airspace unless prior approval from 375 AMW Public Affairs (PA) and approval is relayed to the ATCT from PA.

9.17.4. Civil Landing Permits. Civilian aircraft must have a civilian landing permit and a PPR to operate on SAFB military aprons.

9.18. Civil Use of Military RAWS. Civilian aircraft may use SAFB navigational aids, landing systems and ATCT services.

9.19. LAIRCM Functional Tests.

9.19.1. The 932d Maintenance Group (MXG) will:

9.19.1.1. Make request through AM for a LAIRCM test a minimum of 24 hrs in advance specifying an estimated amount of time needed.

9.19.1.2. Contact all airfield support personnel per their directives.

9.19.1.3. Inform ATCT when testing begins and when testing is stopped/terminated.

9.19.1.4. Barricade testing location and around the aircraft.

9.19.1.5. Primary LAIRCM test spot is spot 4. Spots 2-6 will be closed to support the test. Foxtrot ramp is the alternate LAIRCM test site. Same coordination procedures apply.

9.19.2. AM will:

9.19.2.1. Send NOTAM closing spot 2-6 and taxilane behind Spots 2-6 or Foxtrot ramp, TWYs E & A if Fox is to be used.

9.19.2.2. Notify airfield support personnel per QRC.

9.19.2.3. Upon notification of LAIRCM completion, AM will cancel NOTAMs.

9.19.2.4. Input all actions taken into the AF Form 3616, *Daily Record of Facility Operation*.

9.19.3. ATCT will:

9.19.3.1. Enforce taxi restrictions per NOTAM (no taxi operations behind Spots 2-6). Or if Foxtrot is used, restrict aircraft movement on TWYs A & E.

9.19.3.2. Not use optical devices towards the main ramp (Spots 2-6) or Foxtrot ramp.

9.20. Weather Dissemination and Coordination Procedures—Hazardous/Severe Weather Notification Procedures; Lightning Response. SAFB Weather Station issues weather warnings,

watches, and advisories for SAFB/MidAmerica St. Louis Airport as outlined in SCOTTAFBI 15-101, *Weather Support*.

9.20.1. Tests of the SAFB Siren and the Giant Voice Severe Weather Notification System will be conducted every Wednesday at 1200L.

9.20.2. Notification from SAFB Weather Station of lightning occurring within five NM of the SAFB/MidAmerica St. Louis Airport.

9.20.2.1. SAFB flight line will close and all flight line operations will cease to minimize the potential hazard to personnel in the open.

9.20.2.2. All personnel should seek shelter off the flight line if possible, or they should remain in the aircraft or vehicle if unable to vacate the flight line.

9.20.2.3. SAFB personnel will not conduct passenger/patient loading, refueling, fleet servicing or maintenance when a "Lightning Warning" is in effect.

9.20.2.4. ATCT will:

9.20.2.4.1. Broadcast the following on the ATCT Ground, Tower Talk Group and Ramp Talk Group Frequencies: "ATTENTION ALL AIRCRAFT/PERSONNEL. LIGHTNING IS OCCURRING WITHIN FIVE NM MILES OF SAFB."

9.20.2.4.2. Transmit weather warnings and advisories pertaining to lightning over the ATIS.

9.20.2.4.3. Advise transient aircraft that TA or ground support personnel will be unavailable until the "Lightning Warning" is terminated and they should hold their position unless they want to taxi to parking at their own risk.

9.20.2.5. Under normal conditions, air traffic operations (initial takeoff, full stop landing, or taxiing at SAFB/MidAmerica St. Louis Airport) should not be conducted during a "Lightning Warning." However, ATCT will allow operations if the AC determines that it is safe to takeoff, land, or taxi based on the specific weather conditions.

9.20.2.6. If an AC requests clearance to perform an operation (takeoff, landing, or taxi) after the ATCT has broadcast the "Lightning Warning" within five NM, ATCT will restate the warning and confirm that the AC wants to proceed with the operation. If the AC confirms, ATCT will issue landing/takeoff WILL BE AT YOUR OWN RISK.

9.20.2.7. Transition training will not be accomplished during a "Lightning Warning." Base-assigned aircrews may taxi or return to assigned parking spots and shut down engines if neither adjacent parking spot is occupied.

9.20.2.8. Base-assigned aircrews will follow TA's parking guidance if no parking spots are open. Transient aircraft may be taxied to an open parking area with abundant clearance (not requiring a marshaller) and shut down engines if desired.

9.20.2.9. Aircrews should remain with their aircraft and ensure the aircraft does not move until wheel chocks can be installed.

9.20.2.10. After the Lightning Warning expires, ATCT will broadcast the following on the SAFB/MidAmerica St. Louis Airport's Local, Ground, Tower Talk Group Frequencies: "ATTENTION ALL AIRCRAFT/PERSONNEL. THE WARNING FOR LIGHTNING

OCCURRING WITHIN FIVE NM MILES OF SAFB HAS BEEN CANCELLED." Normal aircraft operations will resume.

9.20.3. AM personnel will check the airfield for FOD or damage to airfield facilities West of Silver Creek immediately following severe weather conditions.

9.20.4. MidAmerica St. Louis Airport personnel will check the airfield East of Silver Creek for FOD or damage to facilities immediately following severe weather conditions.

9.21. Airfield Snow Removal/Aircraft De-icing Procedures.

9.21.1. Snow Removal Procedures. Snow and ice removal will be accomplished according to procedures outlined in the SAFB/MidAmerica St. Louis Airport Scott AFB Snow and Ice Plan.

9.21.2. Aircraft De-icing Pit Information. There are three aircraft de-icing areas on SAFB/MidAmerica St. Louis Airport. The primary two are located on MidAmerica St. Louis Airport's Cargo and Terminal Aprons. The third is located on the 126 ARW Ramp and is primarily used by Air National Guard aircraft.

9.21.2.1. Priority. All users must provide the 375/932 CP 24-hour notice. **Note:** Non-DV, non-AE missions, and trainers whenever practical will be routinely prioritized below DV and AE missions.

9.21.2.2. De-ice coordination. If de-ice requirements exceed the limit of handheld spray bottles for spot de-icing, aircrews must contact the 375/932 CP. The 375/932 CP, in turn, will forward the request to 126 ARW/CP or MidAmerica St. Louis Airport AOC and provide crews with confirmation of de-ice plans and potential mission delays as applicable. The 126 ARW/CP and MidAmerica St. Louis Airport Ops will determine availability of services. The 126 ARW/CP will ensure approval from the 375 SFS prior to aircraft taxi or tow operations.

9.21.2.3. The 126 ARW De-icing Pit.

9.21.2.3.1. Is located at the southeast corner of the 126 ARW Ramp near TWY G exit from the center taxilane.

9.21.2.3.2. The de-icing pit and fluid retrieval drains are designed to accommodate KC-135 or smaller aircraft.

9.21.2.3.3. Its use by other than 126 ARW aircraft is restricted when parking Spots A1-A3 are occupied.

9.21.2.3.4. When Spots A1-A3 are occupied, C-21 aircraft will taxi on the Guard Ramp via TWY G to the de-icing pit. Following de-icing, C-21 aircraft will exit the Guard Ramp via TWY G (see **Attachment 2**).

9.21.2.3.5. The 375 AMW will keep track of how much de-icing fluid was used and will reimburse 126 ARW cost associated with recovery of their portion.

9.21.2.3.6. Use of the de-icing pit by other than 126 ARW aircraft must be coordinated by the 375/932 CP and approved by the 126 ARW MOCC.

9.21.2.3.7. During non-operating hours, the 126 ARW MOCC coordination may be forwarded through the 126 ARW/CP or UHF. ATCT will be notified by the controlling

MOCC or the 375/932 CP of all aircraft that require de-icing at the 126 ARW De-icing Pit.

9.21.2.4. MidAmerica St. Louis Airport De-icing Aprons.

9.21.2.4.1. Prior notice of de-icing is required. Aircrews requiring de-icing at SAFB will provide the maximum allowable notification time; a minimum of 24 hours is required.

9.21.2.4.2. Omissions of prior notification will not render services unavailable but may impact coordination efforts, and crews should anticipate delays.

9.21.2.4.3. Normal de-icing hours at MidAmerica St. Louis Airport are 0800L-2000L daily.

9.21.2.4.4. After hours, MidAmerica St. Louis Airport de-icing is available. Requirements received by 1200L daily can be manned for after hour de-icing events between 2000L-0800L Monday through Friday. **Note:** The conducting of de-icing events by military personnel/equipment on MidAmerica St. Louis Airport will be conducted by exception only, under dire circumstances, and requires MidAmerica St. Louis Airport Director of Operations approval.

9.21.2.5. Expectations.

9.21.2.5.1. The 375/932 CP will:

9.21.2.5.1.1. Perform command and control operations for home station and transient aircraft.

9.21.2.5.1.2. Receive and process all de-ice requests.

9.21.2.5.1.3. Confirm with MidAmerica St. Louis Airport AOC via e-mail no later than 1200L daily, Monday-Friday, for any de-icing requirements for the following 24 hour period.

9.21.2.5.1.4. If applicable, notify non-126 ARW aircrew of approved de-ice coordination efforts and remind them of requirement to hold short at TWY E/G for 375 SFS escort when cleared to taxi in instances of de-icing on the 126 ARW Ramp.

9.21.2.5.1.5. Coordinate with MidAmerica St. Louis Airport AOC for de-icing services and verify Type I and IV fluid is available. Multi Service Cards will be used for fund collection of services.

9.21.2.5.1.6. Notify ATCT of de-ice intentions, number of aircraft, aircraft type, mission number, tail number, and the requirement to hold short at TWY E/G in instances of de-icing on the 126 ARW Ramp.

9.21.2.5.1.7. Notify AM and coordinate movement of aircraft and de-ice equipment/personnel and the requirement to hold short at TWY E/G in instances of de-icing on the 126 ARW Ramp.

9.21.2.5.2. AM will:

9.21.2.5.2.1. Direct requests for de-ice coordination to the 375/932 CP.

9.21.2.5.3. ATCT will:

9.21.2.5.3.1. Direct requests for de-ice coordination to the 375/932 CP.

9.21.2.5.3.2. Direct taxi/tow operations as required for de-ice operations.

9.21.2.5.3.3. Direct taxi/tow operations to hold short at TWY E/G for 375 SFS personnel.

9.21.2.5.4. The 126 ARW will:

9.21.2.5.4.1. When able, provide de-icing support through coordination with the 375/932 CP and IAW **paragraph 9.21.2.2**.

9.21.2.5.5. MidAmerica St. Louis Airport AOC will:

9.21.2.5.5.1. Expeditiously process requests for use of their de-ice apron.

9.21.2.5.5.2. Provide coordination for commercial de-ice requests as required.

9.22. Bird/Wildlife Control—Local Bird/BASH Program Guidelines. Detailed BASH information is contained in US IFR En Route Supplement, FLIP Area Planning AP1, Supplemental Airport Remarks, and the SAFB/MidAmerica St. Louis Airport Joint BASH Plan 91-212. During Bird Migrating Seasons, BASH Phase 2, a NOTAM will be published defining AMC military aircraft operating procedures.

9.23. Bird Watch Conditions—locally established Bird Watch Conditions (BWC). (See SAFB/MidAmerica St. Louis Airport Joint BASH Plan 91-212 for specific BASH BWC procedures). The authority to declare Bird Watch Conditions is vested with Airfield Management. Fear of disrupting operations will not deter the reporting of a hazardous BWC. The following terminology will be used for rapid communications to disseminate bird activity information and implement unit operational procedures. Bird locations should be given with the appropriate BWC code.

9.23.1. BWC SEVERE. Bird Activity on or immediately above the active runway or other specific location representing high potential for strikes. Aircrews must thoroughly evaluate mission need before operating in areas under condition SEVERE. Base-assigned aircraft must also receive approval from their respective OG/CC.

9.23.2. BWC MODERATE. Bird activity near the active runway or other specific location representing increased potential for strikes. This condition requires increased vigilance by all agencies and extreme caution by aircrews.

9.23.3. BWC LOW. Bird activity on and around the airfield representing low potential for strikes. Continue with operations as normal.

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

9.25. Taking of Photographs. Cameras will not be carried into restricted areas supporting Protection Level 1, 2, or 3 resources, unless the 375 AMW/PA has granted approval in writing. Photography of any restricted area is prohibited unless approved by the 375 AMW/PA. See 375 AMW ID-AT Plan 31-1, *Integrated Defense Plan (IDP)*, for specific details. Personnel can request temporary or permanent waivers to this restriction. Procedures are outlined in 375 AMW ID-AT Plan 31-1.

9.26. Night Vision Devices. Night Vision Devices are not authorized for use at SAFB.

9.27. Transient Aircraft Pilot Briefings.

9.27.1. AM will:

9.27.1.1. Brief all transient pilots departing SAFB on airfield advisories, construction activities, snow removal operations and other events that may affect aircraft movement on the airfield.

9.27.1.2. Brief transient pilots departing the base of current BWCs.

9.28. Hazardous Air Traffic Reports (HATRS). The HATR process will be completed IAW AFMAN 13-204V1 AMC Supplement and AFI 91-202, *The US Air Force Mishap Prevention Program*.

9.29. Quiet Hours for Special Events on and Around Scott Airfield. The purpose of airfield quiet hours is to minimize aircraft and flight line noise from operations to RWY 14R/32L, connecting TWY and ramps during scheduled SAFB ceremonies or activities.

9.29.1. Coordination for "Quiet Hours" requests will be initiated through AM. POC's, along with assistance from AM, will determine the affected areas. Submit requests no later than 5 days prior to the requested quiet hour(s) period.

9.29.1.1. Not Utilized

9.29.1.2. AM will then forward the request through the 375 OSS/CC, the 932 OG/CC, and the 375 OG/CC for coordination. The 375 OG/CC is the approval authority for quiet hour requests. AM will provide notification of approved quiet hours to affected flying units, flight line agencies (including 375/932 CP and 126 ARW/CP), and publish a NOTAM.

9.29.1.3. Duration must be held to a minimum because of the impact to flying missions.

9.29.1.4. Fallen Warrior missions routinely operate into and out of the base. Only those being flown here and met by their family will receive quiet hour consideration. If given quiet hours, it will be from aircraft arrival for approximately 15 minutes or until the receiving party has left the immediate area.

9.29.2. Airfield restrictions may include no taxiing or engine runs on the Main Ramp, no local pattern air traffic of RWY 14R/32L, and/or transitions, departures, or arrivals on RWY 14R/32L. 375 OG/CC may direct more or less stringent restrictions as the situation warrants.

9.29.3. The 375/932 CP must obtain the 375 OG/CC's approval for mission aircraft operations of RWY 14R/32L during quiet hour periods. The 375/932 CP will notify AM and ATCT of approved operations.

9.29.4. Normally, aircraft operations on the 126 ARW Ramp are not affected by airfield quiet hours. The 126 ARW engine runs during quiet hours require the 126 ARW Maintenance Group (MXG) or the 126 OG/CC approval. The 126 ARW/CP will contact the 375/932 CP to inform them of the approval. The 375/932 CP will notify the 375 OG/CC and AM of the 126 ARW approved engine run.

9.30. Airfield Coordination Requirements. Airfield activities (air shows, aerial demonstrations, exercises, deployments, crane operations, construction projects, etc.) must be coordinated through AM in advance to ensure proper notification and coordination.

9.31. Airfield Construction. Persons initiating work projects on or near the airfield must coordinate the projects with AM before the start of construction. This policy includes construction or repair activity in or around any part of the airfield environment, transitional surface areas, runway safety areas or clear zones and aircraft parking ramps or aprons. **Note:** Information about these areas may be obtained from the AFM.

9.31.1. Coordination. The 375th Civil Engineer Squadron (CES) shall coordinate the location, dates, and times of construction and any restrictions to aircraft operations with AM.

9.31.1.1. Crane operations present special problems around an airfield and must be coordinated through 375 CES a minimum of 45 days in advance of the requested operation to ensure a FAA Form 7460-1, *Notice of Proposed Construction or Alteration,* is filed as required by Title 14 CFR, Part 77. AM must be notified 5 days in advance of any crane operation to ensure flying operations are not impacted and that all applicable obstacle NOTAMs have been accomplished. AM will notify ATCT as soon as notified about any crane operations. **Note:** When the approved FAA Form 7460-1 is returned to the requester, a copy must be sent to the 375 CES and the 375 OSS/OSAA. Failure to coordinate may result in suspension of crane operations until approved for flight safety.

9.31.1.2. Temporary Construction Waivers. Airfield construction waivers take up to 45 days to process through 375 CES. See UFC 3-260-01 for further instructions. IAW AFMAN 13-204V2 AMC Supplement, the AFM must have a copy of the approved waiver, signed by the 375 AMW/CC, prior to an airfield construction project starting. Submit request for waivers through the 375 CES 60 days prior to project start date to allow time to review the waiver and 45 days to be signed by the 375 AMW/CC.

9.31.2. Not Utilized

9.31.3. Airfield construction within restricted areas requires the initiating agency to provide the escort for contracted personnel. **Note:** AM does not provide escort for airfield construction projects.

9.31.4. AM will ensure all contractors are briefed and trained on safe airfield driving procedures IAW SCOTTAFBI 13-213.

9.31.5. AM will be invited to all airfield pre-construction, work in-progress, and project acceptance construction meetings.

9.31.6. Activity. Construction activity on or adjacent to any aircraft movement area (RWYs, TWYs, ramps or parking aprons) must be well defined to contractors and users of the airfield by marked barricades. Barricades will be placed by 375 CES or designated personnel in such a manner that inadvertent entry to the construction site by aircraft or vehicles is eliminated. AFM will identify the location of barricades at pre-construction meetings and monitor their placement throughout the entire construction activity.

9.31.6.1. Not Utilized

9.31.6.2. Debris from construction sites on or near taxiways or ramps must be stockpiled no closer than one half the wingspan, plus 50’ from the TWY/ramp centerline of the largest aircraft that may use the adjacent area. Preferably, all construction debris should be removed immediately from the site. Dirt piles may not be higher than three (3)’ and no closer than 200’ from any NAVAID without the 375 OG/CC and AM coordination.

9.31.6.3. AM must approve construction vehicle access and haul routes to and from construction sites on the airfield. Construction crews must stay within approved construction boundaries and approved entry and exit routes when entering or leaving the construction zones.

9.31.6.4. Construction crews must clean aircraft movement pavement and surrounding safety areas to an acceptable condition before the area is opened for aircraft use. When construction is complete, the AFM, the 375 AMW/SE, and the 375 CES will inspect the surface and point out areas that need additional cleaning or repair. The area will be open to aircraft traffic only after all debris and barricades are removed and the 375 CES, AM and the 375 AMW/SE accepts the site.

9.32. Military Exercises and FAA Certification Exercises. Exercises (natural disaster, major accident, etc.) and FAA Certification Exercises involving the AOA must be coordinated with the AFM, IAW the Joint SAFB/MidAmerica St. Louis Airport Emergency Plan. IAW AFMAN 13-204V1 AMC Supplement, the AOF/CC must participate in advance planning of wing/base exercises that involve Airfield Operations personnel, facilities to include RAWS, or airfield. Officials from MidAmerica St. Louis Airport will notify the AOF/CC of scheduled FAA Certification Exercises as soon as possible.

9.33. Airfield Paint and Rubber Removal Plan.

9.33.1. The annual airfield paint plan is developed each Fall to determine the amount of funds expected for annual airfield painting, touch up painting, and if required per UFC 3-260-04 (*Determining the Need for Runway Rubber Removal)*, rubber removal as needed. **Note:** Approximately half of all airfield markings are repainted annually while rubber removal occurs on an average of about every 3 years.

9.33.2. Funding for paint and rubber removal is programmed on an annual/as-needed basis and is given a priority for funding through AF Installations and Mission Support Center Detachment 9 Installation and Mission Support (AMC Det 9/A7).

9.34. Explosive Ordinance Disposal (EOD) Blast Operations in Scott AFB Class D Airspace.

9.34.1. The responsibilities and procedures shall be IAW 375 CES Explosive Ordinance Disposal (EOD) & 375 OSS ATCT Operations Letter for use by ATCT and EOD personnel.

Chapter 10

DROP ZONE PROCEDURES (DZ)

10.1. Responsibilities. The 375 OG/CC and all parties involved in drop zone operations will adhere to the procedures defined in the Drop Zone Operations at Scott AFB LOA and IAW AFI 13-217. The 375 OG/CC retains the authority to approve/disapprove all drops based on operational requirements. AOF/CC is the 375 OG/CC's designated approval authority for all DZ requests at Scott AFB.

Chapter 11

SMALL UNMANNED AIRCRAFT SYSTEM (SUAS) PROCEDURES

11.1. SUAS Detachment X. Scott AFB has a dedicated SUAS Detachment whose sole purpose is to operate SUAS. Their procedures, NOTAM requirements, emergency recall of airspace or required landing of SUAS, altitude caps, and other issues specific to base flying operations have all been coordinated with 375 OSS/OSA and other stakeholders and are listed out in the installation's CONEMP. **Note:** Personally owned UAS/RPA are not authorized.

JOHN D. POOLE, Colonel, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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

AFI 10-2501, *Air Force Emergency Management Program*, 16 October 2023

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

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AFI 33-332, *Air Force Privacy and Civil Liberties Program*, 10 March 2020

DAFMAN 91-203, *Air Force Occupational Safety, Fire, and Health Standards*, 25 March 2022

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FAA Advisory Circular 150/5200-28F, *Notices to Airmen (NOTAM) for Airport Operator*, 30 December 2016

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FLIP Area Planning (AP1), *Supplemental Airport Remarks*

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T.O. 00-33A-1001, *General Communications Activity Management Procedures and Practices Requirements*, 6 August 2010

T.O. 33-1-23, *Equipment And Procedures For Obtaining Runway Condition Readings*, 16 September 2011

Title 14 CFR, Part 21, *Certification Procedures for Products and Articles*, 16 Oct 2009

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Title 14 CFR, Part 139, *Certification of Airports*, 3 May 2004

UFC 3-260-01, *Airfield and Heliport Planning and Design,* 4 February 2019

SCOTTAFBI 13-213, *Airfield Driving Instruction*, 22 July 2020

SCOTTAFBI 15-101, *Weather Support,* 4 August 2016

SCOTT AFB *Installation Emergency Management Plan* 10-2, 15 September 2020

375 AMW *Integrated Defense/Antiterrorism Plan* 31-1, 1 December 2020

SCOTT AFB Plan 51-2012, *Snow and Ice Control,* 30 October 2020

SCOTT AFB (375 AMW/126 ARW/932 AW) *Bird/Wildlife Aircraft Strike Hazard (BASH) Plan* 91-212, July 2019

OSAAOI 13-204, *Scott AFB Airfield Management*, ## October 2022

Gateway TRACON (T75) and *Scott AFM/MidAmerica Airport Air Traffic Control Tower (BLV ATCT) Letter of Agreement*

Adopted Forms

DD Form 1801*, International Flight Plan, DoD*

AF Form 483, *Certificate of Competency*

AF Form 1199, *Air Force Entry Control Card*

AF Form 3616, *Daily Record of Facility Operation*

AFTO Form 277, *Results of Runway Braking Tests*

FAA Form 7460-1, *Notice of Proposed Construction or Alteration*

Abbreviations and Acronyms

AC—Aircraft Commander

AFM—Airfield Manager

AFSS—Automated Flight Service Station

AGL—Above Ground Level

AICUZ—Air Installation Compatible Use Zone

AM—Airfield Management

AMC—Air Mobility Command

AMW—Air Mobility Wing

ANG—Air National Guard

AOA—Airport Operations Area

AOB—Airfield Operations Board

AOC—Airport Operations Center

AOF—Airfield Operations Flight

ARFF—Aircraft Rescue and Fire Fighting

ARS—Air Refueling Squadron

ARTCC—Air Route Traffic Control Center

ARW—Air Refueling Wing

AS—Airlift Squadron

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information System

ATLAS—Air Traffic Logging Automated System

AW—Airlift Wing

BASH—Bird Aircraft Strike Hazard

BWC—Bird Watch Condition

CC—Commander

CD—Deputy Commander

CEF—Fire Department

CES—Civil Engineer Squadron

CFR—Code of Federal Regulation

CI—Critical Incident

CLS—Critical Level of Service

CMA—Controlled Movement Area

COR—Contracting Officer Representative

CP—Command Post

CS—Communication Squadron

DAFM—Deputy Airfield Manager

DATIS—Digital ATIS

DME—Distance Measuring Equipment

DoD—Department of Defense

DRM—Distance Remaining Markers

DV—Distinguished Visitor

EAL—Entry Authority List

ECP—Entry Control Point

ELT—Emergency Locator Transmitter

ETA—Estimated Time of Arrival

ETD—Estimated Time of Departure

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FCF—Functional Check Flight

FLIP—Flight Information Publication

FOD—Foreign Object Damage

FRC—Full Route Clearance

FSDO—Flight Standards District Office

GPS—Global Positioning System

HIRL—High Intensity Runway Light

HQ—Headquarters

IAW—In Accordance With

IC—Incident Commander

IFR—Instrument Flight Rules

IG—Inspector General

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

JO—Joint Order

JUMEC—Joint Use Meeting Executive Committee

KBLV—Airport Code for SAFB/MidAmerica St. Louis Airport

L—Local—Time

LAIRCM—Large Aircraft Infrared Countermeasures

LOA—Letter of Agreement

LOP—Letter of Procedure

MALSR—Medium Approach Lighting System with Runway Alignment Lights

MDS—Mission Design Series

MOCC—Maintenance Operations Control Center

MSL—Mean Sea Level

MXG—Maintenance Group

NAMO—NCOIC, Airfield Management Operations

NAVAIDS—Navigational Aids

NEW—Net Explosive Weight

NM—Nautical Mile

NOTAM—Notice to Airmen

OG—Operations Group

OI—Operating Instruction

OLS—Optimum Level of Service

OSAA—Airfield Management

OSAM—Radar, Airfield, and Weather Systems

OSS—Operations Support Squadron

PA—Public Affairs

PAPI—Precision Approach Path Indicators

PAR—Precision Approach Radar

PCAS—Primary Crash Alarm System

PMI—Preventive Maintenance Inspection

POB—Personnel on Board

PPR—Prior Permission Required

RAWS—Radar, Airfield, and Weather Systems

RCR—Runway Condition Reading

REILS—Runway End Identifier Lights

RLS—Reduced Level of Service

RNAV—Radar Navigation

RRF—Ready Reference File

RSA—Runway Safety Area

RSC—Runway Surface Condition

RWY—Runway

SAFB—Scott Air Force Base

SC—Senior Controller

SCN—Secondary Crash Net

SE—Wing Safety

SFS—Security Forces Squadron

SII—Special Interest Items

STL—St. Louis

SWIC—Southwestern Illinois College

TACAN—Tactical Air Navigation

TACC—Tanker Airlift Control Center

TA—Transient Alert

TERPS—Terminal Instrument Procedures

T.O.—Technical Order

TRACON—Terminal Radar Approach Control

TWY—Taxiway

UAS—Unmanned Aircraft System

UFC—Unified Facilities Criteria

UHF—Ultra High Frequency

USAF—United States Air Force

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions

VORTAC—VOR and TACAN Navigational Facilities—Co-located

WS—Watch Supervisor

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. Scott Airfield Information (Scott AFB Side).

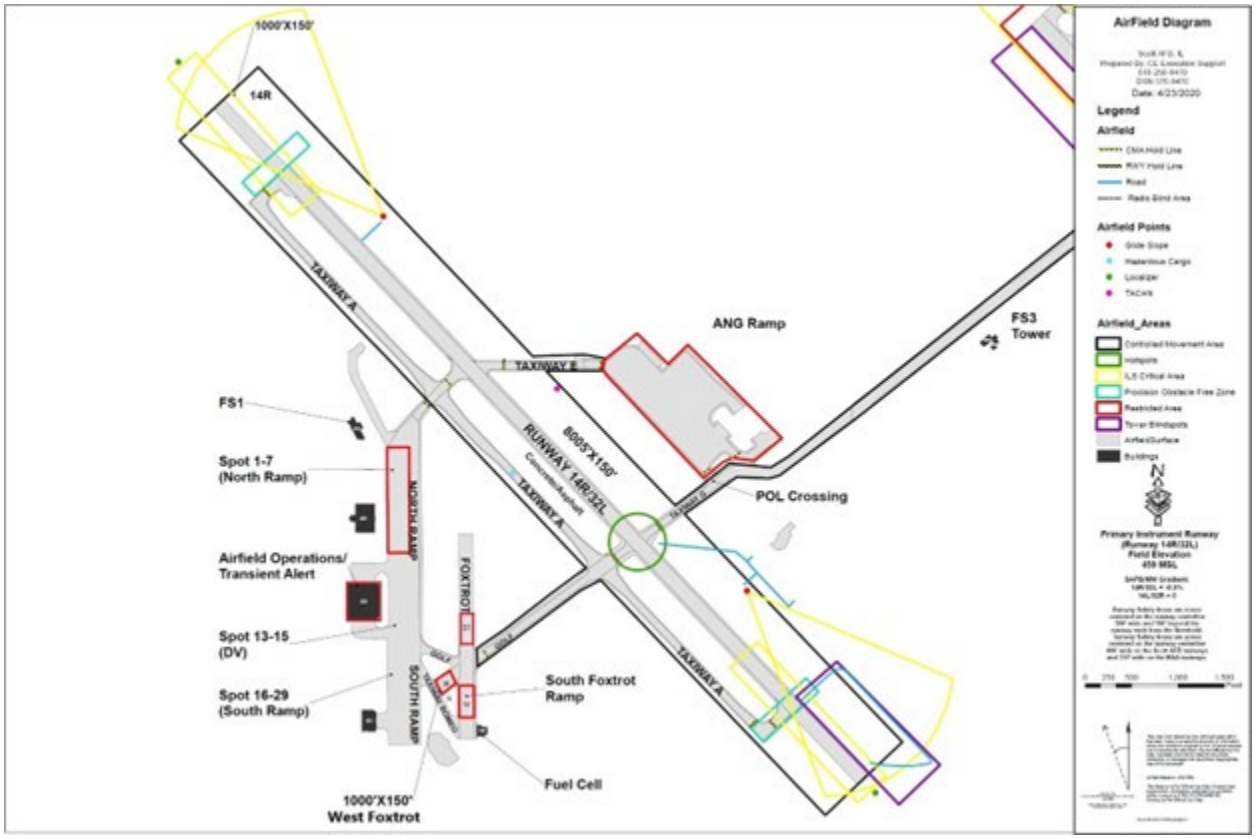
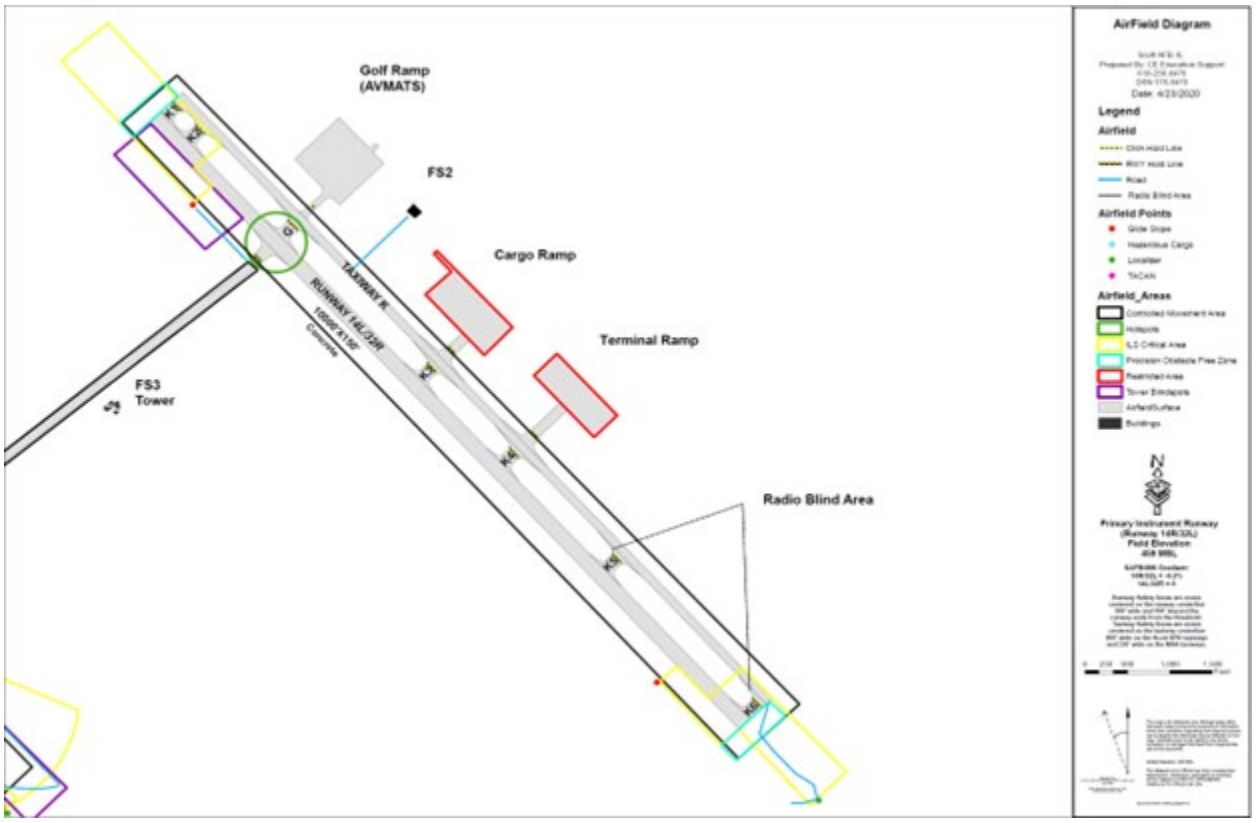


Figure A2.2. Scott Airfield Information (MidAmerica St. Louis Airport Side).



Attachment 3

ILS CRITICAL AREAS

Figure A3.1. RWY 14R Approach End.

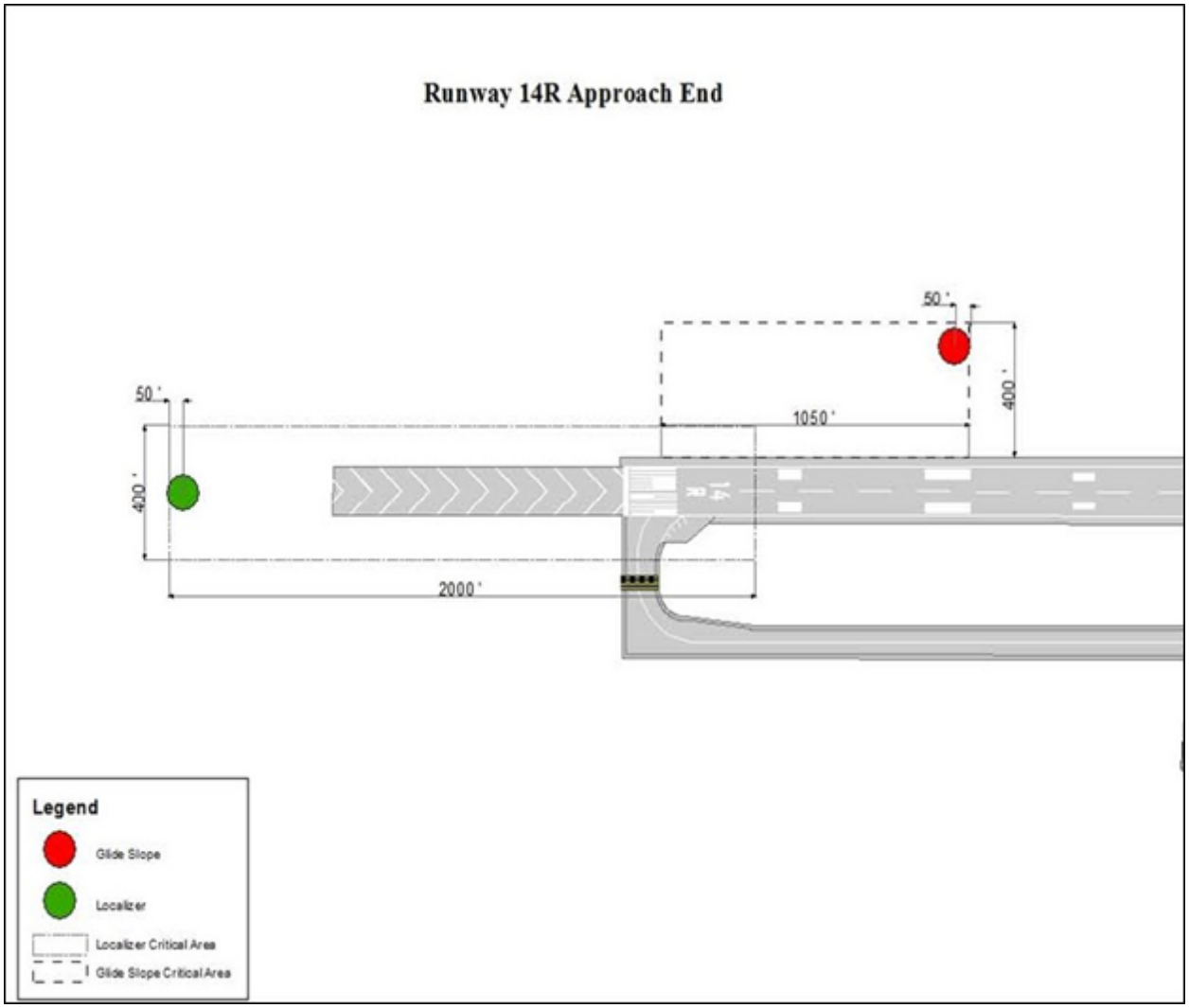


Figure A3.2. RWY 32L Approach End.

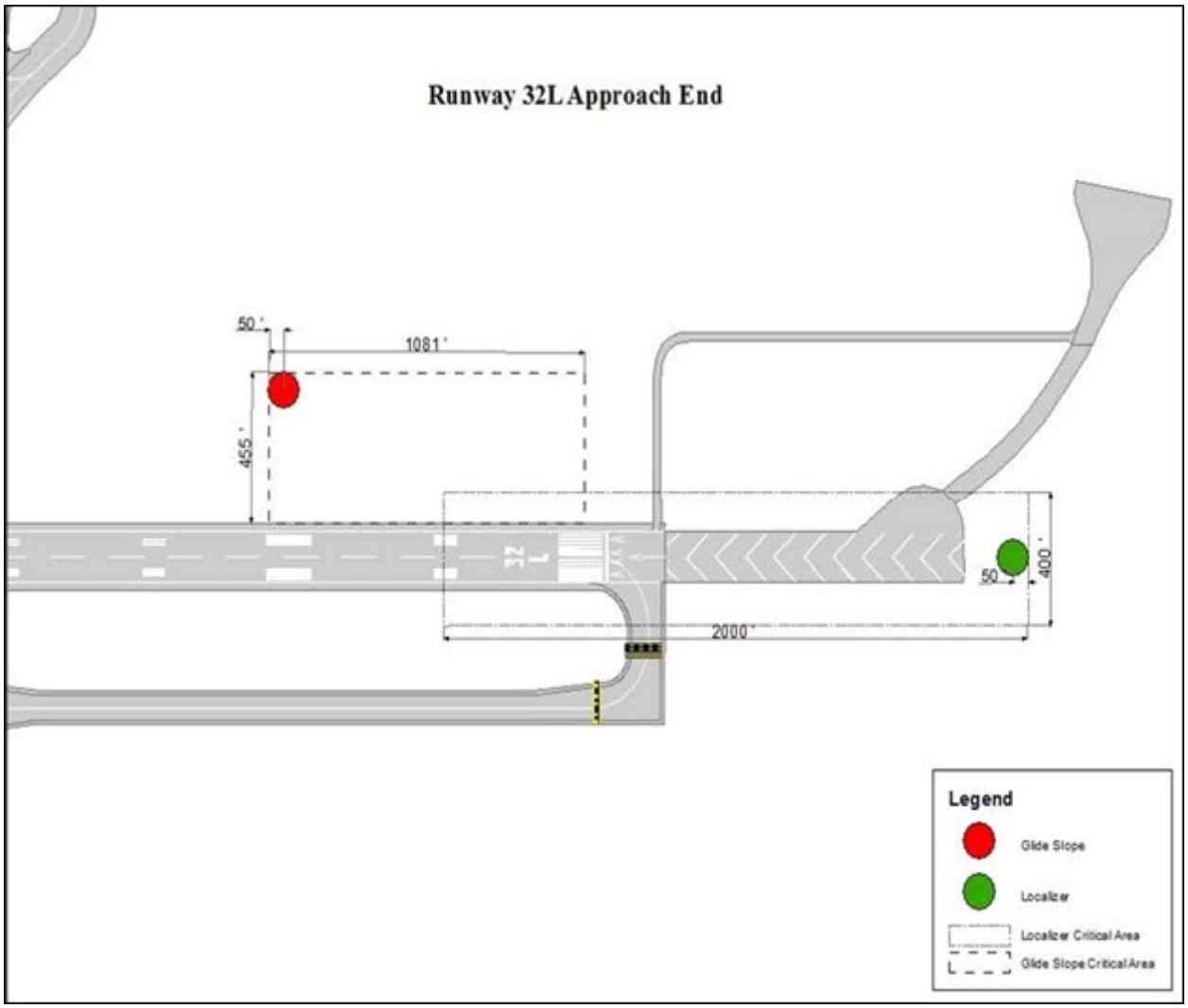


Figure A3.3. RWY 14L Approach End.

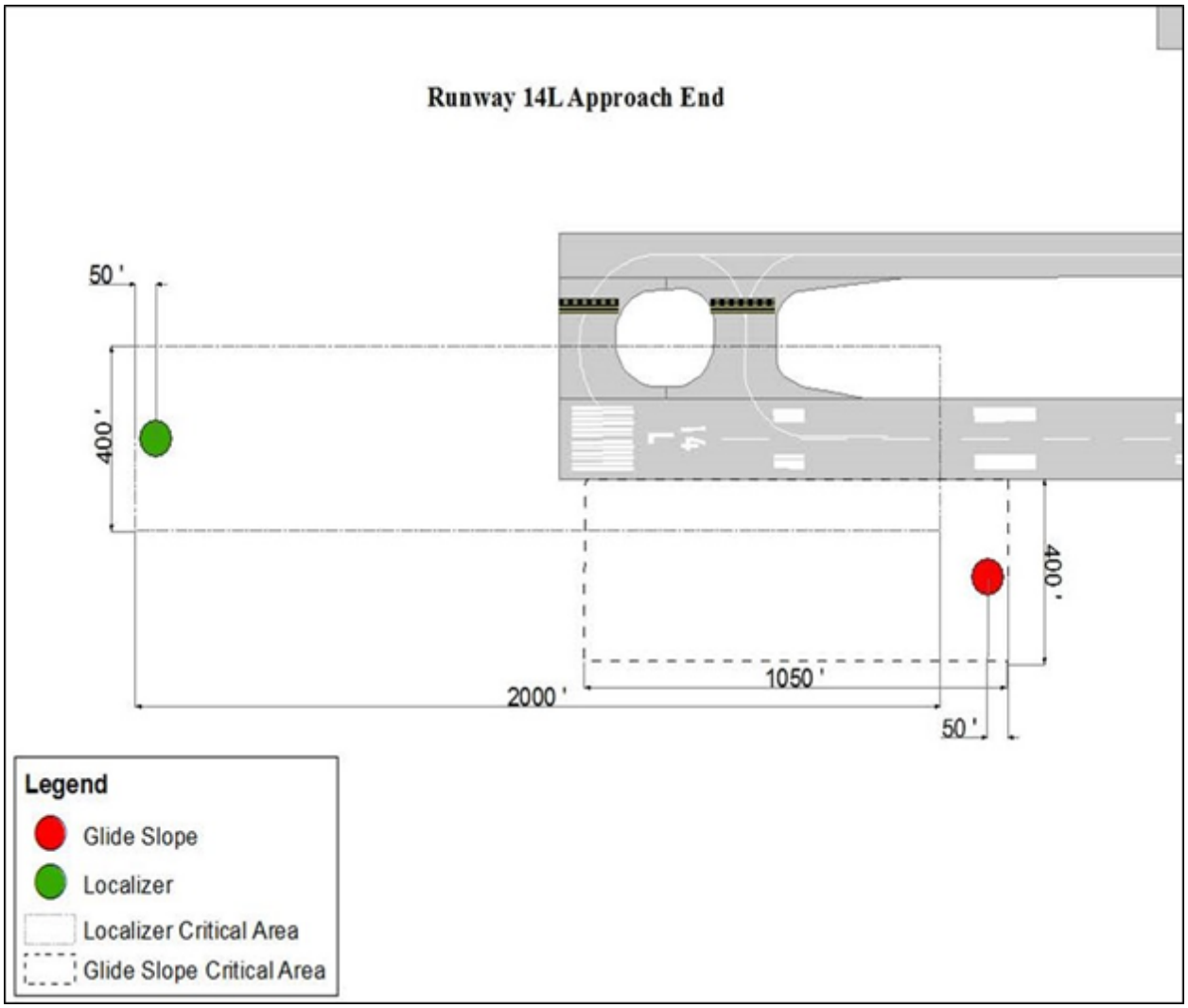
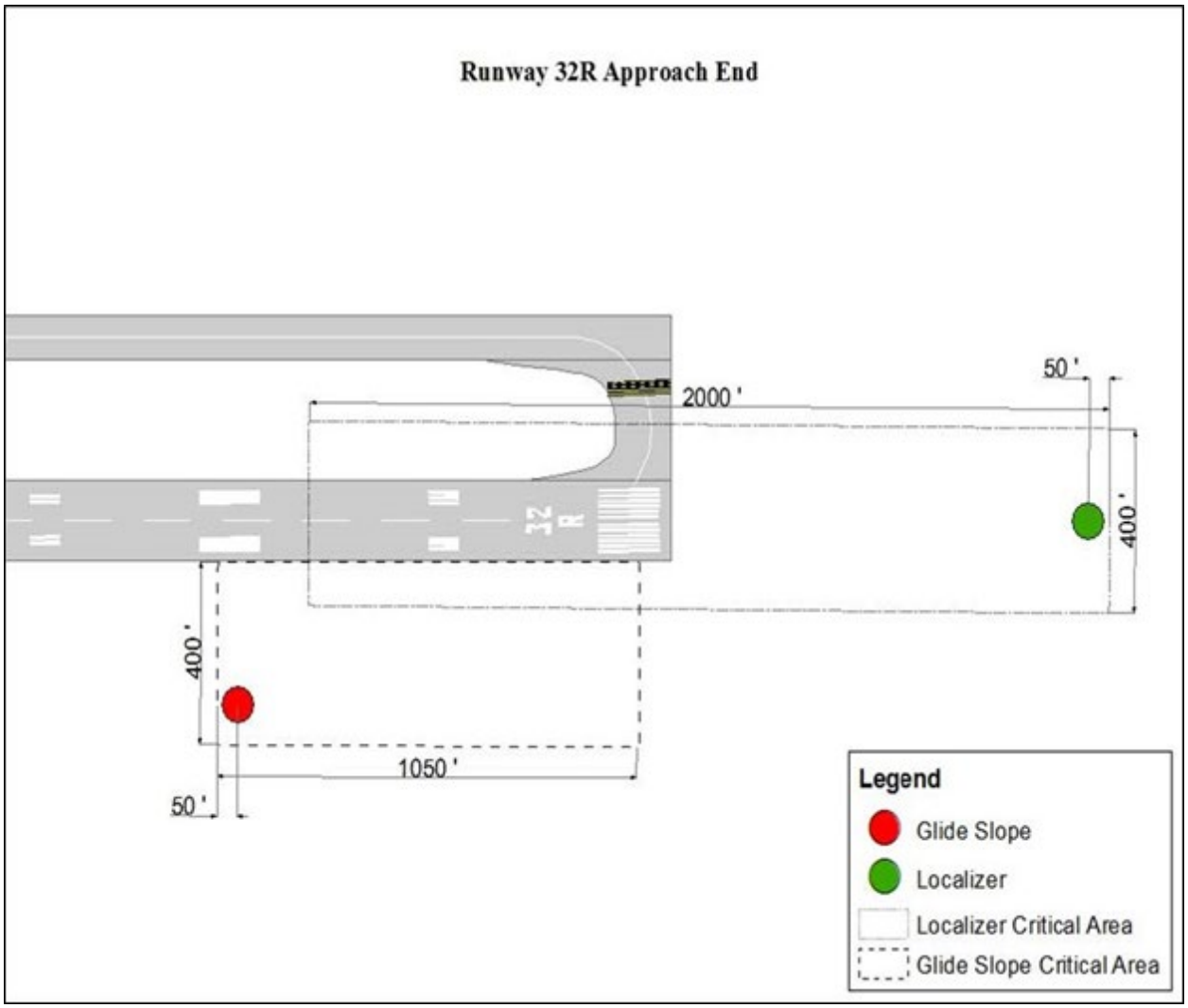


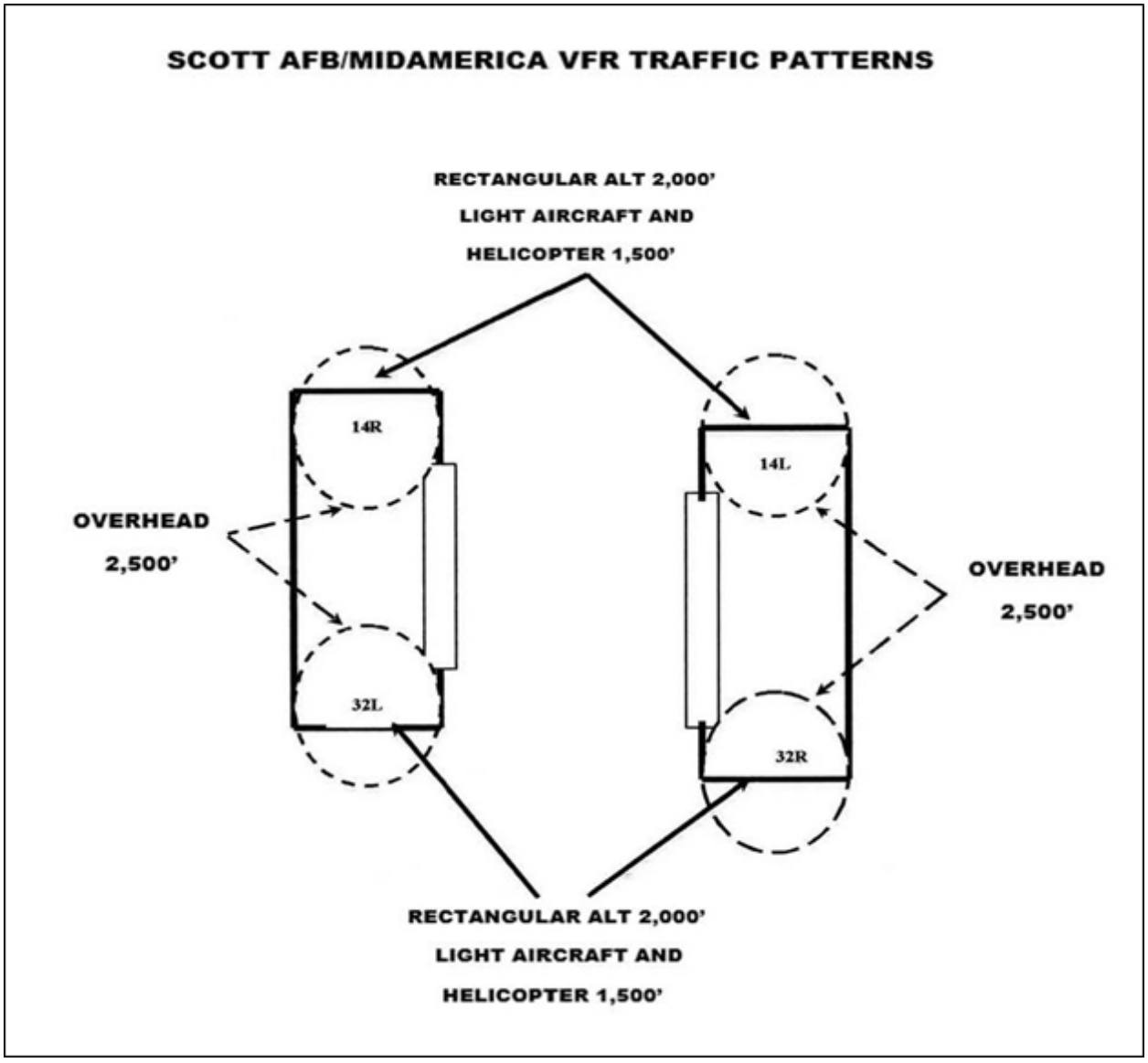
Figure A3.4. RWY 32R Approach End.



Attachment 4

SCOTT AFB/MIDAMERICA VFR TRAFFIC PATTERNS

Figure A4.1. SAFB/MidAmerica St. Louis Airport VFR Traffic Patterns (MSL).



Attachment 5

AIRCRAFT PARKING

Figure A5.1. Aircraft Parking Spots and Geodetic Coordinates.

GEODETIC COORDINATES FOR AIRCRAFT PARKING		
PARKING SPOTS	**LATITUDE**	**LONGITUDE**
1	N 38° 32.62'	W 89° 51.46'
2	N 38° 32.60'	W 89° 51.46'
3	N 38° 32.58'	W 89° 51.46'
4	N 38° 32.56'	W 89° 51.46'
5	N 38° 32.54'	W 89° 51.46'
6	N 38° 32.52'	W 89° 51.46'
7	N 38° 32.50'	W 89° 51.46'
8	N 38° 32.48'	W 89° 51.46'
9	N 38° 32.47'	W 89° 51.46'
10	N 38d 32.45'	W 89° 51.46'
11	N 38° 32.43'	W 89° 51.46'
12	N 38° 32.41'	W 89° 51.46'
13-13A	N 38° 32.38'	W 89° 51.45'
14-14A	N 38° 32.35'	W 89° 51.45'
15-15A	N 38° 32.32'	W 89° 51.45'
16 through 18	N 38° 32.24'	W 89° 51.45'
19 through 21	N 38° 32.21'	W 89° 51.46'
22 through 24	N 38° 32.17'	W 89° 51.46'
25 through 27	N 38° 32.14'	W 89° 51.46'
28 and 29	N 38° 32.12'	W 89° 51.46'
Hot Spot 1 (Golf Taxiway)	N 38° 32.36'	W 89° 51.08'
West Fox	N 38° 32.22'	W 89° 51.35'
ANG A1 – A3	N 38° 32.6'	W 89° 50.6'
ANG A4	N 38° 32.7'	W 89° 50.8'
ANG A5 – A8	N 38° 32.7'	W 89° 50.9'
ANG B1 – B2	N 38° 32.7'	W 89° 50.8'

RUNWAY THRESHOLD COORDINATES:

14R: N38 Degrees 33 Minutes 06.59 Seconds **14L**: N38 Degrees 33 Minutes 22.33 Seconds W89 Degrees 51 Minutes 42.98 Seconds W89 Degrees 50 Minutes 00.59 Minutes

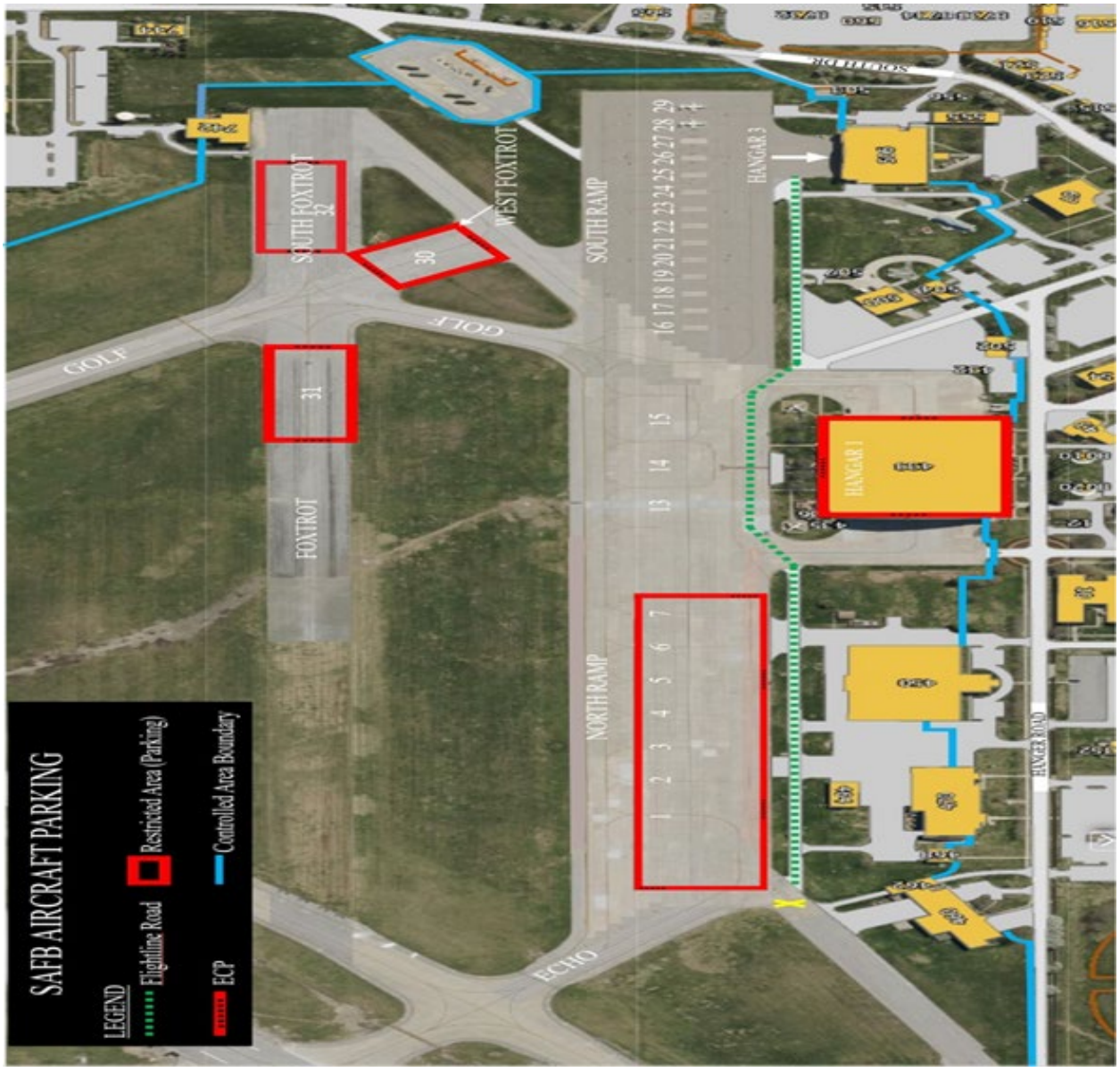
32L: N38 Degrees 32 Minutes 09.19 Seconds **32R**: N38 Degrees 32 Minutes 10.56 Seconds W89 Degrees 50 Minutes 33.71 Seconds W89 Degrees 48 Minutes 34.04 Seconds

DISPLACED THRESHOLD RUNWAY 32L: N38 Degrees 32 Minutes 10.63 Seconds W89 Degrees 50 Minutes 35.44 Seconds

Attachment 6

PARKING LOCATIONS

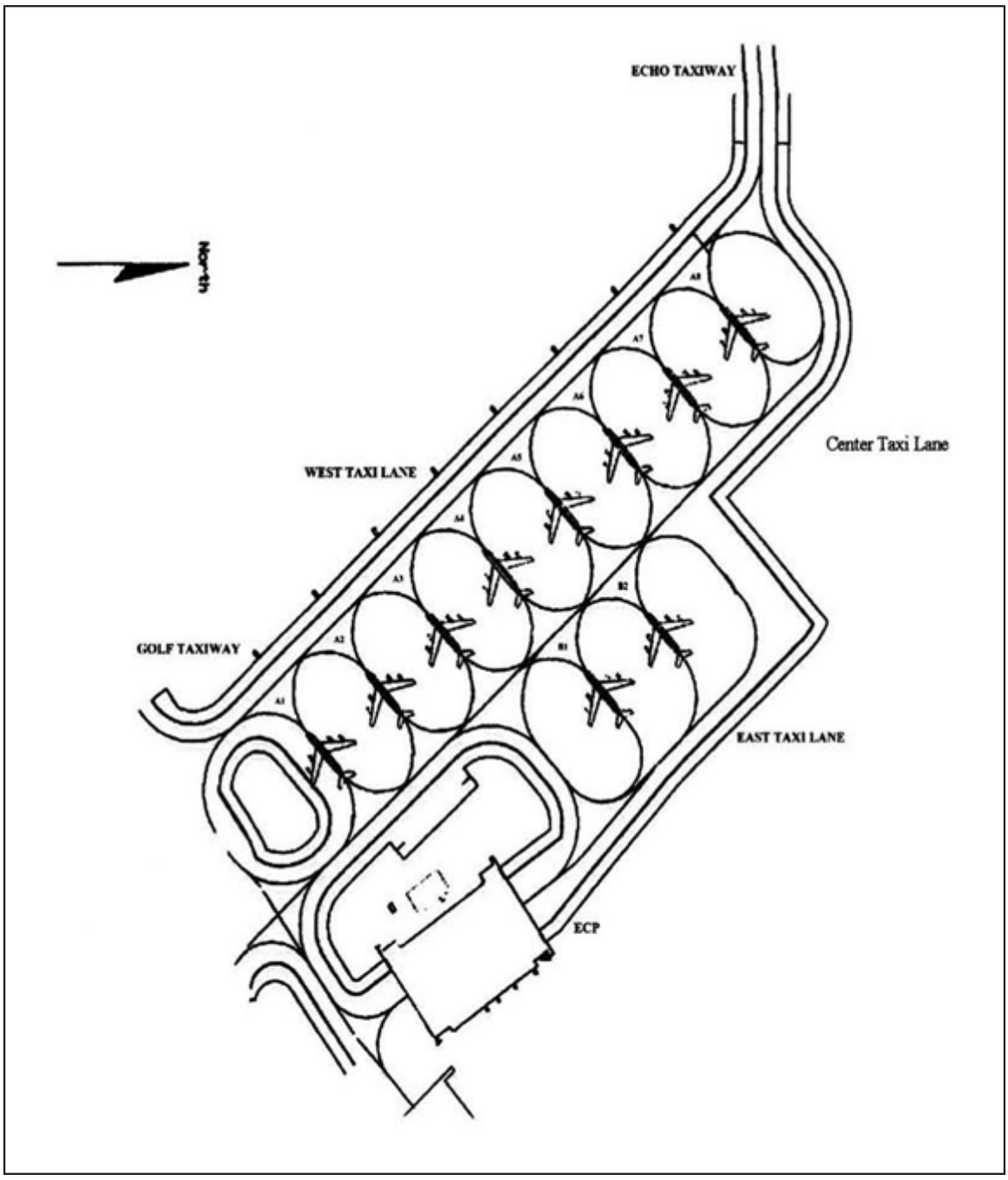
Figure A6.1. Scott Airfield Parking Locations.



Attachment 7

RAMP PARKING LOCATIONS

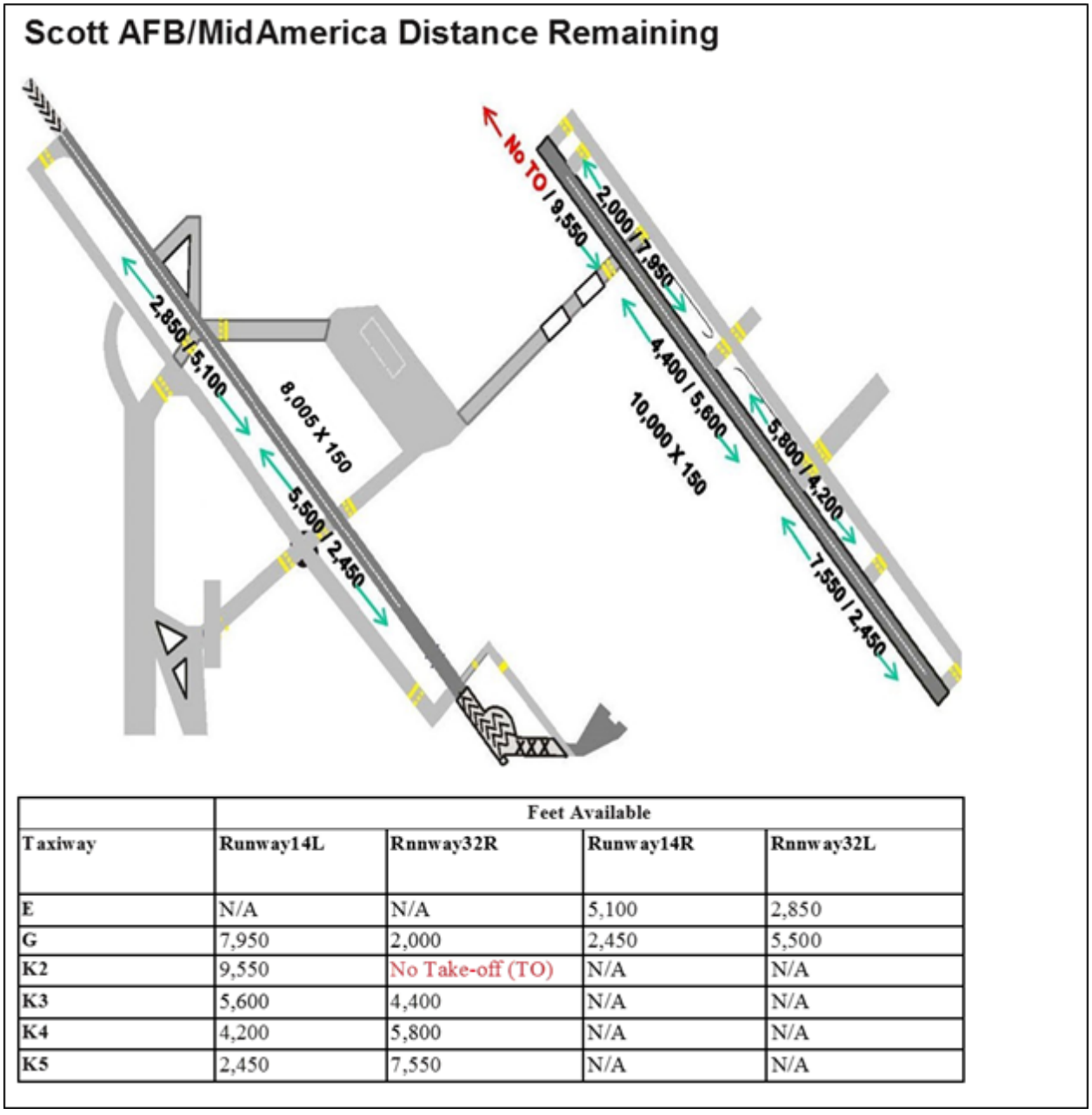
Figure A7.1. -126. ARW Parking Locations.



Attachment 8

DEPARTURE DIAGRAM

Figure A8.1. Intersection Departure Diagram.

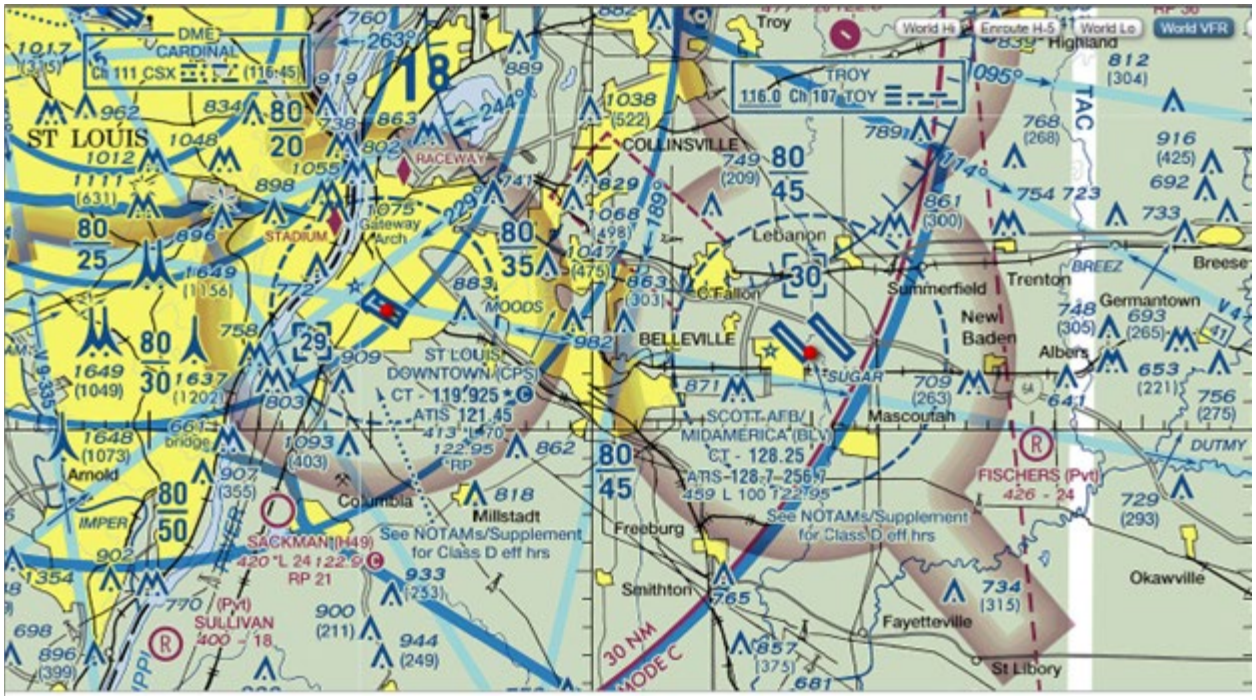


	Feet Available			
Taxiway	Runway14L	Rnnway32R	Runway14R	Rnnway32L
E	N/A	N/A	5,100	2,850
G	7,950	2,000	2,450	5,500
K2	9,550	No Take-off (TO)	N/A	N/A
K3	5,600	4,400	N/A	N/A
K4	4,200	5,800	N/A	N/A
K5	2,450	7,550	N/A	N/A

Attachment 9

AIRSPACE DIAGRAM

Figure A9.1. Airspace Diagram.



Attachment 10

ARFF SUPPORT MATRIX

Figure A10.1. ARFF Support Matrix.

Aircraft Type		Optimum level service		Reduced level service		Critical level service		Inadequate Level Service		SAFB Assigned Normal Level of Service	SAFB Assigned Normal Level of Service
	USAF Cat	Fire-fighters	OLS-Gallons VVRP+Q1+ Q2+Q3	Fire-fighters	RLS-Gallons Q2+Q1	Fire-fighters	CLS-Gallons Q1	Fire-fighters	ILS-Gallons	RW 14R/32L	RW 14L/32R
F-16 A-10 **C-21** F-15 F-22 T-37B BQM-34, RQ-1A/B T-38 AT-38 MQM-107 T-6A UV-18 QF-4 CV-22 UH-1N C-38A T-1 RQ-4 C-12 F-35 F-117 F-22	1	14	2,500-1340	13-8	1,339-526	7	526-325	4	324	OLS	RLS
C-20 C-27	2	14	4,000-2760	13-8	2,759-1,316	7	1,315-752	4	751	OLS	RLS
C-9 **C-40** C-130 E-3 E-8 T-43 C-37 MH-53 C-32 C-22 RC-135	3	14	5,000-4880	13-8	4,879-3,335	7	3,334-1,322	4	1,321	OLS	RLS
C-17 B-1 B-2 B-52 **KC-135** KC-46	4	16	8,000-7780	15-8	7,779-4,364	7	4364-1732	4	1731	OLS Assigned Cat 4	RLS
VC-25 KC-10 E-4 (747) MD-11	5	17	10,000-9570	16-8	9,569-6,292	7	6291-2330	4	2329	RLS	RLS
C-5	6	18	13,000-12626	17-8	12,625-7,508	7	7507-2589	4	2588	RLS	RLS

Figure A10.2. RWY 14R/32L Base Assigned ARFF RM Matrix.

RLS Steady State Service Levels	**Cat 1** 375th C-21s No Restrictions	**Cat 3** 932d C-40 No Restrictions	**Cat 4** 126th KC-135 No Restrictions
Reduced to CLS	Training ops requires 375 OG waiver TACC-tasked missions require TACC Waiver	Training ops requires 932 OG waiver TACC-tasked missions required TACC waiver	Training ops requires 126 OG waiver TACC-tasked missions required TACC waiver
Reduced to ILS	All ops require 18AF/CC waiver	Training ops requires 932 OG waiver TACC-tasked mission ops require 18AF/CC waiver	Training ops requires 126 OG waiver TACC-tasked mission ops require 18AF/CC waiver
OLS—Optimum Level of service **RLS—Reduced Level of service** **CLS—Critical Level of service** **ILS—Inadequate Level of service**			**Note: Ops suspended does not indicate that the airfield is closed**