BY ORDER OF THE COMMANDER
TYNDALL AIR FORCE BASE (ACC)

TYNDALL AIR FORCE BASE
INSTRUCTION 11-250

17 JUNE 2026

Flying Operations

AIRFIELD OPERATIONS
PROCEDURES AND PROGRAMS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (DAFPD) 13-2, Air Traffic Control (ATC), Airspace, Airfield, and Range Management, (Air Force Manual) DAFMAN 13-204 V1, Management of Airfield Operations, DAFMAN 13-204 V2, Airfield Management (AM), DAFMAN 13-204 V3, Air Traffic Control, and DAFMAN 13-204 V4, Radar, Airfield, and Weather Systems (RAWS). This publication is to be used in conjunction with Air Force Instruction AFMAN 11-2F-35AV3, F-35 Operations Procedures. It describes procedures to be used for airfield operations at Tyndall AFB FL. This instruction applies to all personnel assigned or attached to the 325th Fighter Wing (325 FW) as well as all tenant units operating on Tyndall Air Force Base (TAFB). It is a directive for all assigned, attached or transient units, and flight crews but not intended to replace sound judgment in the interest of safety. This instruction establishes operational and administrative procedures and standards for base Air Traffic Control (ATC) services, airspace management, operation of the airfield and associated equipment, local flying, emergency and special procedures. Deviation is authorized only in emergencies where adherence would jeopardize safe aircraft operations. The 325th Operations Group Commander (325 OG/CC) is the authority to waive wing/unit level requirements in this publication, unless otherwise indicated in the specific paragraph(s). This publication may not be supplemented or further implemented/extended. Refer recommended changes and questions about this publication to the office of primary responsibility using the DAF Form 847, Recommendation for Change of Publication; route DAF Forms 847 from the field through the appropriate functional chain of command. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) AFI 33-322, Records Management and Information Governance Program, and disposed of IAW the Air Force Records Disposition Schedule (RDS) at

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SUMMARY OF CHANGES

This instruction has been substantially revised and must be completely reviewed. Changes include Tyndall Air Force Base transitioning to an F-35 Fighter Combat Wing. There have been procedure changes to include VFR (visual flight rules) traffic patterns, PFO (precautionary flame out) procedures, and flight plan procedures. Verbiage has also changed throughout the entire document.

Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. Runways and Taxiways.

1.1.1. Tyndall AFB is located 12 miles east of Panama City, Florida, and the airfield elevation is 17 feet mean sea level (MSL). It has two parallel runways. The outside runway (14L/32R) is 10,004 feet in length, 200 feet wide and is concrete with asphalt overruns. The overruns are 1000 feet in length. Runway 14L/32R is designated as the primary instrument runway. The inside runway (14R/32L) is 10,113 feet in length (9,135 feet of usable length),150 feet wide and the first 1500 feet of 14R and the first 2760 feet of 32L are concrete, and the remaining (4,875 feet) is asphalt with asphalt overruns. 32L landing length is 9,135 feet and has a 978-foot displaced threshold that can be used for taxi and takeoff/landing rollouts. The overrun for runway 32L is 1000 feet in length. See **Figure 1.7**.

1.1.2. The Drone runway ("Droneway") is located 3 nautical miles (NM) southeast of the main runway. It is 7,000 feet long and 150 feet wide with a 1000-foot long overrun on each end and 4 BAK-12 (bidirectional pick-up cable and a mechanical energy absorber) cables evenly spaced. The Droneway is uncontrolled and restricted. If needed contact tower or Full-Scale Aerial Targets (FSAT) Ops (308.9, 256.05, 149.175) for status. Landing will be at the operator's own risk.

1.1.3. Tyndall AFB does not have a designated helipad.

1.1.4. Taxiways.

1.1.4.1. Taxiways Bravo, Golf, and Foxtrot are 150 feet wide.

1.1.4.2. Taxiways Alpha South, Charlie, and Echo are 100 feet wide.

1.1.4.3. Taxiways Alpha Center, Delta, Hotel, Juliet, Kilo and Papa are 75 feet wide. Hold lines are depicted in the Airfield Diagram (**Figure 1.7**.).

1.2. Runway Selection Procedures:

1.2.1. Active Runway Selection. The Tower Watch Supervisor (WS), in coordination with the Supervisor of Flying (SOF) (when on duty), will determine the active runway. The following procedures apply to the selection of the active runway: **Note:** The Tower Watch Supervisor or Controller in Charge is the final authority in determining the active runway.

1.2.2. Runway 32R/L are the preferred runways and should be used unless the tailwind component is five (5) knots or greater. The runway selection will be based upon local traffic, present and forecast weather, Northwest Florida Beaches International Airport (ECP) configuration and any other known operational considerations. The maximum acceptable tailwind component for continuous operations at Tyndall Air Force Base (TAFB) is five (5) knots. Runway changes shall not be made for convenience's sake only. Due to the instrument flight rules (IFR) traffic patterns at ECP, any change to Runway 14 must be coordinated with the Radar Approach Control (RAPCON) Watch Supervisor prior to final decision on the runway in use. Having Tyndall on Runway 14 and ECP on Runway 34 causes a significant increase in the RAPCON's workload and thus increases the risk involved with operating in this configuration.

1.2.3. When conflicting wind information from the dual wind sensors precludes an obvious choice of runways, the Tower Watch Supervisor, in coordination with the SOF (when on duty), will determine the active runway.

1.2.4. Wind allowing, controllers will request pilots to accept a south takeoff (Runway 14) and a north landing (Runway 32) between the hours of 2200 - 0600 local. **Note:** For noise abatement, not precluding safety of flight.

1.2.5. Runway Changes. The Tower Watch Supervisor, in coordination with the SOF (when on duty) will determine when a runway change is required (tailwind greater than 5 knots) and the exact timing of the change (based on current and forecast traffic conditions) after coordinating with the RAPCON Watch Supervisor. See **paragraph 1.6.11** for additional information.

1.2.6. Tower will notify the following agencies when a runway change is implemented: RAPCON, AM, Weather Flight, and Fire Emergency Services.

1.2.6.1. 325 Operations Support Squadron / Operations Support Airlift Agency (325 OSS/OSAA) will notify the 325 Fighter Wing Command Post (325 FW/CP) and local FS Top 3's.

1.3. Controlled Movement Area (CMA).

1.3.1. The CMA encompasses the active runways, overruns and the areas within 100 feet laterally from the edge of the runway (**Figure 1.7**.).

1.3.2. The Tower will control all vehicles, pedestrians, and aircraft within the CMA.

1.3.3. Only vehicles and personnel with the applicable airfield driver's license who are in radio contact with the Tower will be authorized to operate in the CMA.

1.3.4. A radio equipped vehicle must accompany pedestrians and non-radio equipped vehicles in the CMA. The vehicle will remain in contact with Tower to relay instructions and will notify Tower when out of the CMA. If two-way radio communications between Tower and vehicles/personnel within the CMA fail, Tower will use light gun signals and/or flash the runway edge lights on and off to alert vehicles/personnel to evacuate the runway. All vehicles/personnel responding to these signals will move at least 100 feet from the runway edge and attempt to re-establish two-way radio communication with the Tower.

1.3.5. Airfield driving procedures are IAW TAFBI 13-213, Tyndall Airfield Driving and DAFI 13-213, Airfield Driving.

1.3.6. Fire Emergency, Ambulatory and Security Forces vehicles will comply with established airfield driving procedures. When responding to an emergency, Tower approval is required prior to entering CMA.

1.4. Airfield Lighting Systems.

1.4.1. See flight information publication (FLIP) for more information on instrument approach lighting systems.

1.4.2. The Droneway has no airfield lighting.

1.4.3. Blue taxiway lighting is used on all taxiways except, taxiway F north and taxiway B, east of taxiway G south.

1.4.4. The Tower is responsible for the operation of the airport lighting systems IAW FAAO JO 7110.65 and DAFMAN 13-204 v3.

1.4.5. Airfield Lighting conducts daily inspections of all airfield lights Monday-Friday and during scheduled Unit Training Assembly (UTA) weekend flying prior to the airfield opening. They report all outages they are unable to repair to Airfield Management for tracking.

1.4.6. Any lighting discrepancies found or reported to Airfield Management will be passed to Airfield Lighting for repair.

1.4.7. Precision Approach Path Indicator (PAPI) lights will be on for the landing runways in use.

1.4.8. The RAPCON will notify the Tower of pilot requests for changes in lighting.

1.4.9. The Tower will notify Airfield Management (AM) and RAPCON of all outages/unsatisfactory reports on the airfield lighting systems.

1.4.10. During hours that the Control Tower is closed, all airfield lighting will be turned off.

1.4.11. Between sunset and sunrise while the Control Tower is open and no aircraft are inbound, all airfield lighting except the rotating beacon will be turned off. Airfield lighting is available upon request and will be turned on when aircraft are inbound.

1.5. Permanently Closed/Unusable Portions of the Airfield: (Figure 1.7).

1.5.1. The concrete pad located on the east side of the Trim Pad is permanently closed.

1.6. Aircraft Arresting Systems.

1.6.1. The BAK-15 (remotely raised unidirectional full size net barrier system)/MB-60 arresting systems are located in the overrun of runway 32R/14L. The MB- 60 cable is located approximately 50 feet into the overrun and the BAK-15 net is located approximately 110 feet into the overrun. These systems will be configured as follows.

1.6.1.1. The approach end BAK-15 net will remain across the overrun in the down position but must be disconnected from the energy absorber. The MB-60 interconnection cable will be disconnected and removed.

1.6.2. The departure end BAK-15 and the MB-60 will be connected and operational.

1.6.3. The BAK-15s are assigned a local frequency and remotely controlled by the Control Tower. Barriers will not be raised unless requested by an aircraft or as directed by the SOF, except to complete operational checks.

1.6.4. BAK-15 Standoff Guidance. In order to protect the approach end BAK-15 from jet blast, Heavy and Fighter aircraft will not advance power for takeoff on Runway 14L/32R until taxiing down the runway at the distances listed below:

1.6.4.1. Fighter aircraft will taxi 250 feet from the threshold for military power takeoffs.

1.6.4.2. All heavy aircraft and fighters executing after burner takeoffs will taxi 500 feet from the threshold.

1.6.5. Approach/departure end BAK-12 cables will be in place on both the inside and outside runways except as noted in 1.6.8. and 1.6.9. Runway 14R BAK-12 is 1,441 feet from threshold; Runway 14L BAK-12 is 2,305 feet from threshold; Runway 32L BAK-12 is 2,555 feet from threshold (3,500 feet from Taxiway Juliet); Runway 32R is 2,285 feet from threshold. Reference appropriate tech order for maximum barrier engagement speeds.

1.6.6. Runway 14R/32L has two MB-100s located approximately 50 feet into the overrun/threshold.

1.6.7. During normal day operations, the approach end BAK-12 on the outside active runway (32R/14L) will be unstrung unless it is the only available runway. Both approach/departure end BAK-12's will be strung when single runway operations are active for the outside runway.

1.6.8. The approach end BAK-12 barrier will be de-rigged during COMBAT BANNER operations. See **paragraph 3.16** of this publication for additional information.

1.6.9. The Droneway has 4 BAK-12 barriers spaced evenly along the 7000' runway.

1.6.10. In the event there is a need for barrier configuration change (runway change, etc.) expect up to a 45-minute delay to reconfigure the cables on the inside runway (14R/32L) and up to an hour on the outside runway (14L/32R). This decision will be coordinated between the SOF or Fighter Squadron Top-3, ATC Watch Supervisors, and AM. Due to the time and manpower required to reconfigure the barriers, all agencies will attempt to minimize runway changes while adhering to other governing procedures.

1.6.11. Tower will normally request Barrier Maintenance (MX) to re-configure the cables on the inside runway first. Note: Precision/Non-Precision approach capability is available to the inside runway (14R/32L).

1.6.12. Barrier Maintenance will be available on site to perform inspections and certifications of all arresting systems daily prior to the beginning of wing flying, scheduled UTA weekend flying, and any deployment tasking of 325 Fighter Wing (325 FW) assets or personnel in support of real-world operations.

1.6.13. Tower will allow Barrier Maintenance access to the requested runway for scheduled maintenance or previously coordinated unscheduled maintenance. Scheduled maintenance will be performed as follows:

1.6.13.1. Tuesdays - Runway 14R/32L 0600-0800L

1.6.13.2. Thursdays - Runway 14L/32R 0600-0800L

1.6.13.3. Weekends/Holidays - prior to 0900L **Note**: Airfield Management may change scheduled maintenance times when required with prior approval from Barrier Maintenance.

1.6.14. Barrier Maintenance will notify Airfield Management of any discrepancies. Prior to the start of work, all repairs will be coordinated with Airfield Management.

1.6.15. Airfield Management will coordinate all unplanned maintenance with the Tower Chief Controller and SOF to ensure it does not impact flying operations.

1.6.16. Arresting Gear/Barrier Engagements: A barrier engagement will be accomplished when required by the applicable technical order or whenever a pilot determines that directional control and/or the ability to stop on the runway may be in doubt. Once the aircraft engages the cable, all personnel will do the following:

1.6.16.1. Airfield Management - Suspend runway operations and complete a visual check of the runway. AM will resume runway ops after Barrier MX and Fire Emergency Services have completed their tasks, foreign object damage/debris (FOD) sweep is complete, and all vehicles have left the runway.

1.6.16.2. Sweeper - Standby for any sweeping instructions. (Notification by AM).

1.6.16.3. Fire Emergency Services - Stand-by and monitor crash net if needed. Assist barrier MX when requested.

1.6.16.4. Tow team - Unhook the aircraft from the cable and tow to parking.

1.6.16.5. Barrier Mx - Re-string the cable and return it to service.

1.6.16.6. Safety - Shall be present on the airfield.

1.6.17. Arresting gear annual certifications will be coordinated through Airfield Management.

1.6.18. Agencies required to be present will be Airfield Management, Flight Safety, Fire Emergency Services, Barrier Maintenance and Tower personnel.

1.6.19. Any changes to the scheduled certification will be sent out by Airfield Management or Barrier Maintenance to ensure there is enough time to properly prepare for the certification by all agencies.

1.6.20. Definitions:

1.6.20.1. Operational arrestments are planned arrestments by tail hook aircraft and are made with the approach end arresting gear. Operational arrestments may be made for actual recovery due to runway surface condition or aircraft mechanical condition.

1.6.20.2. Arresting gear annual certifications. Certifications shall be accomplished IAW AFMAN 32-1040 and applicable Technical Order. “Sling- shot” procedures are not authorized for 325 FW aircraft. The recommended minimum speed for certification engagement is 75 knots regardless of aircraft weight. For BAK-12, aircraft speeds reported at less than 75 knots are also acceptable as long as the hydraulic system is exercised.

1.6.20.3. Emergency arrestments/barrier engagements are unplanned arrestments that take place while aborting a takeoff or on landing if the pilot is unable to stop on the runway. It will take approximately 3-4 days to reset the BAK-15 barrier. If either MB-100 or BAK-12 cable is engaged at higher than maximum engage speed published in the aircraft technical order, expect damage to the cable and it may take up to 2 days to reset. During this time the runway may be closed.

1.6.21. Tower and RAPCON procedures:

1.6.21.1. If the BAK-15 is required to be raised during airfield operating hours, outside runway departures will be suspended and approaches will be restricted to a low approach no lower than 500 feet Above Ground Level (AGL).

1.6.21.2. Tower will state “BARRIER INDICATES UP” once the BAK-15 barrier has been activated and indicating proper operation.

1.6.21.3. When notified of an emergency arrestment, RAPCON will advise the Tower if the pilot intends to taxi clear or shut down on the runway. The Tower will then pass the information via the Primary Crash Alarm System (PCAS).

1.6.21.4. For multiple engagements of the BAK-12, Air Traffic Control should check with Barrier Maintenance for the time expected to return the barriers to operational status: it will typically take 1 hour.

1.6.22. Fire Emergency Services Procedures. When told of an arrestment, the Senior Fire Officer will send personnel and equipment to the appropriate arresting gear. Once the safety of the pilot and aircraft are assured, the appropriate signals will be given to the pilot to get the aircraft shutdown, pinned and towed off of the runway. In the event of BAK-12 malfunction, the Incident Commander (IC), after consultation with Barrier Maintenance personnel, will direct clearance of the malfunction or cable removal from the runway, whichever will result in minimum runway closure.

1.6.23. AM Procedures. AM will check the runway once the arresting gear has been reset.

1.7. Parking Plan/Restrictions:

1.7.1. Aircraft parking locations will be coordinated and approved by AM. **Note:** A Cessna 172, with the callsign of “PARD01” and tail number of N237CP is owned by 1 AF -AFNORTH and stays parked in hangar T52.

1.7.2. Explosives Parking Areas:

1.7.2.1. Aircraft carrying hazardous cargo will land and depart on the outside runway to the maximum extent possible.

1.7.2.2. Transient aircraft with 1.1 or 1.2 cargo will either be parked on the Hazardous Cargo Pad located on Taxiway Bravo north or the Hazardous Cargo Pad located on the Large Frame Aircraft (LFA) Apron. (**Figure 1.7**.). Loading/unloading of 1.3 hazardous cargo may be performed on the Center or East ramp as needed. Pre- coordination is required with AM.

1.7.2.3. LFA ramp:

1.7.2.3.1. Category 1.2.1 – 100 lbs. net explosive weight (NEW)

1.7.2.3.2. Category 1.3 – 3,000 lbs. net explosive weight (NEW)

1.7.2.3.3. Category 1.4 – Mission Essential Quantities (MEQ)

1.7.3. Parking restrictions: Transient Ramp: KC-135 and smaller aircraft may park on this ramp without prior coordination with Airfield Management. Aircraft authorized to park on the transient ramp must be marshaled in by TA.

1.8. Air Traffic Control Facilities. Tyndall AFB airfield and ATC Tower services are provided Monday through Thursday, 0600L-2200L; 0600L-1800L Friday; closed Saturday, Sunday and on Federal Holidays. RAPCON hours are Monday through Friday 0600L-2200L; Saturday through Sunday and Federal Holidays 0900-1700L. See attachment #4 for visual depiction of the airspace. Note: Tyndall AFB airfield and ATC Tower services will be open on Saturdays for Unit Training Assembly (UTA) Flying. UTA Saturday operational hours will be published via notice to airmen (NOTAM).

1.9. Local Frequencies/Channelization.

Table 1.1. Local ATC Frequencies and Channelization.

AGENCY	VHF	UHF	CHANNEL
FS OPS		324.875	1
KPAM GROUND	121.9	259.3	2
KPAM LOCAL	133.95	263.15	3
DEPARTURE S		363.125	4
DEPARTURE N	125.2	392.1	5
APPROACH S	124.15	338.35	6
ARRIVAL S	119.775	317.45	7
RAPCON 1		397.85	8
RAPCON 2		354.15	9
ATIS	119.975	254.4	10
SOF	139.6	373.65	11
SFA		317.8	12
PAM CLNC	118.05	348.7	13
W-470		342.1	14
W-151		290.9	15
MSN RNG		316.9	16
MISTY		274.15	17
MSN ATC		258.1	18
COMPASS LAKE		360.825	19
CARABELLE		255.9	20
PILOT TO METRO (WX)		290.625	
PILOT DISP (AM)	139.9	372.2	
DRONE		308.9/256.05/149.175	
COMMAND POST		381.3	

ECP TWR	118.95	269	
ECP GND	121.675		
ECP APP N <5'K	120.825	379.3	
CDE MOA LLA		265.775	

1.10. Radar, Airfield and Weather Systems (RAWS).

1.10.1. Tactical Air Navigation (TACAN).

1.10.1.1. Identification: PAM (Tyndall/TACAN identifier)

1.10.1.2. Frequency: **CH 64**X

1.10.1.3. Location: On Field, 30 04’ 26.4308” N/85 33’ 20.6725” W

1.10.1.4. Restrictions: None

1.10.2. Instrument Landing System (ILS) Runway 14L

1.10.2.1. Identification: TYF

1.10.2.2. Frequency: Localizer (LOC) 111.5 Glideslope (GS) 332.9

1.10.3. ILS Runway 32R

1.10.3.1. Identification: PAM

1.10.3.2. Frequency: Localizer (LOC) 110.1 Glideslope (GS) 334.4

1.10.4. Maintenance Issues: Scheduled Preventative Maintenance Inspection (PMI) times (local).

Table 1.2. PMI schedule.

TACAN	PAR	DASR/STARS
M-F 0300L – 0600L	M-F 0600L – 0800L	M-F 0330L – 0530L

1.10.5. Auxiliary Power Generators for RAWS: Auto start feature/UPS capability for facilities that house RAWS equipment is reliable. These facilities do not have to switch to backup power prior to severe weather unless this capability is not operational.

1.10.6. For additional RAWS information or coordination procedures see the Tower, RAPCON, RAWS, and Airfield Management (TRAM) coordination letter.

1.11. Transient Alert. Services/Facilities to Support Transient Aircraft. Transient Alert services are provided consistent with the airfield hours and outside airfield hours for Operations Group approved transient missions. No fleet services are available. The following services are provided: Fuel – JetA++; Fluids – liquid oxygen; Oil – hydraulic fluid (5606); standard aircraft oil (7808 and 23699) and Jet Oil Analysis Program.

1.12. Digital Automated Terminal Information Service (D-ATIS) Procedures.

1.12.1. D-ATIS frequency is UHF: 254.4.

1.12.2. The D-ATIS frequency will be used for current weather and pertinent airfield information. If D-ATIS is not in operation the following procedures will apply:

1.12.2.1. Ground Control will include ATIS information IAW JO 7110.65.

1.12.2.2. Approach Control will issue ATIS information IAW JO 7110.65.

1.13. Aircraft Special Operations Areas/Ramps.

1.13.1. Arm/De-Arm Areas. (**Figure 1.7**.).

1.13.1.1. Arriving and departing aircraft shall arm/de-arm their weapons only in designated arming/de-arming areas as applicable to major design series (MDS) procedures. In chock arming/de-arming may also be authorized by 325 Operations Group Commander (325 OG/CC).

1.13.1.2. Do not taxi or park in front of aircraft being armed/de-armed with forward firing ordnance. Do not taxi aircraft with HOT forward firing ordnance behind passenger-type aircraft.

1.13.1.3. End of Runway (EOR)/Arming

1.13.1.3.1. 32 EOR/Arming: Aircraft will file in as close to the runway as possible from North to South, noses pointed East.

1.13.1.3.2. 14 EOR/Arming: Aircraft will file in from West to East, noses pointed North.

1.13.2. Engine Run-up Areas (**Figure 1.7**.).

1.13.2.1. Run-up areas for piston aircraft are on the taxiways adjacent to the runways and are used to check aircraft engines and associated equipment before departure. For other information, see section 1.22.

1.13.3. Hot Pit Refueling. Tyndall AFB accomplishes hot pit refueling with the use of fuel trucks that are positioned at one of three approved sites which are, in prioritized order of use:

1.13.3.1. The LFA ramp can accommodate four aircraft hot pitting and four aircraft in cursory. Additional aircraft awaiting hot pits will hold in the EOR or the East Ramp.

Figure 1.1. Site #1 LFA Ramp Hot Pit Flow.

Figure 1.2. Site#1 LFA Ramp Hot Pit Alternate Wind Direction.

Note: During Hot Pit Operations on the LFA Ramp the aircraft will return back to cursory following refueling operations.

1.13.3.2. The East/WSEP Ramp can accommodate up to eight aircraft hot pitting and two aircraft in cursory. The hot pit operations will be accomplished on parking row Alpha, spots 59-65 & 66-72. Additional aircraft awaiting hot pits will hold in the EOR.

Figure 1.3. Site #2 East/WSEP Ramp Hot Pit Flow.

*** The Hot Pad Supervisor determines Hot Pit Location/aircraft direction based on wind conditions

Figure 1.4. Site #2 East/WSEP Ramp Hot Pit Alternate Flow.

*** One or two cursory locations can be used at the WSEP Ramp during Hot Pit Operations. This decision is made at the discretion of the Hot Pad Supervisor. Taxi paths have been added to both WSEP figures to illustrate a possible aircraft flow between cursory and hot pit locations, serving as an example rather than a directive.

1.13.3.3. Taxiway B, D,G / LOLA intersection can accommodate four aircraft hot pitting and two aircraft in cursory. Additional aircraft awaiting hot pits will hold on to taxiway Delta between the runways, the EOR, or the Ramp.

Figure 1.5. Site #3 B-D-G Hot Pit Flow.

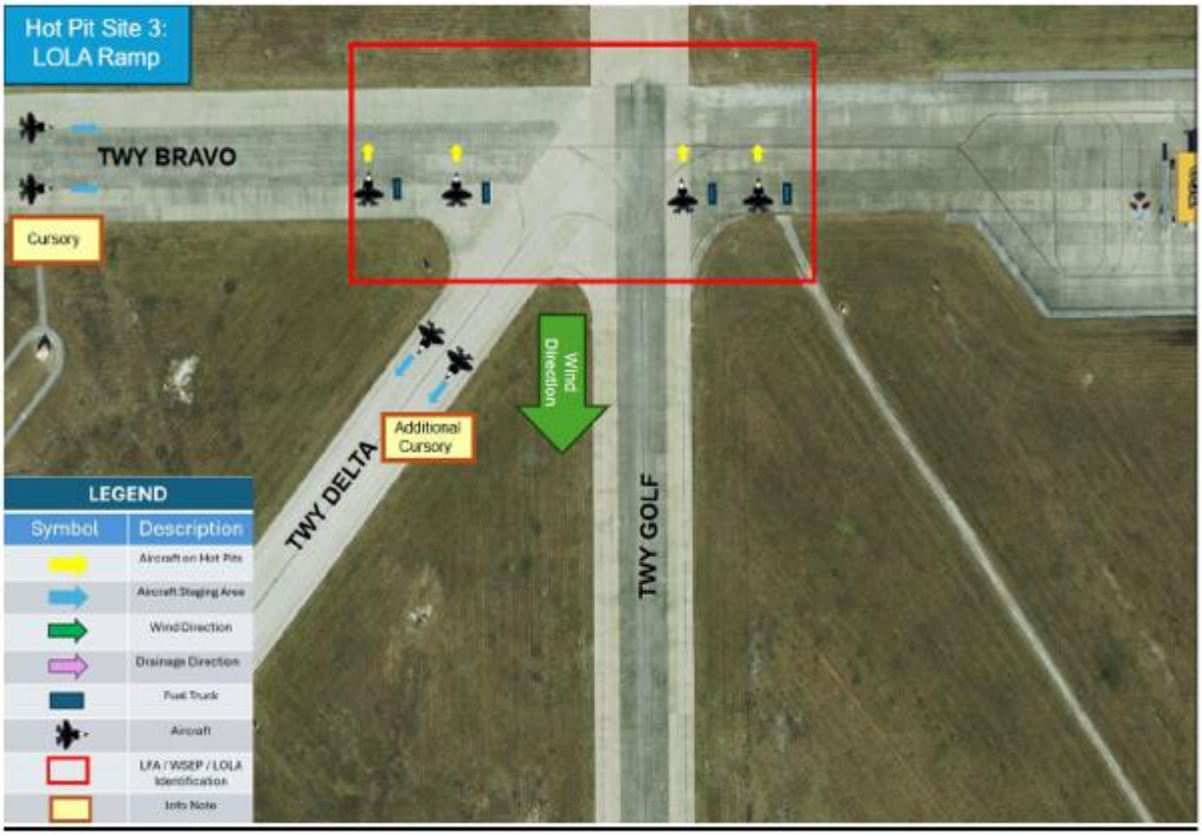


Figure 1.6. Site #3 B-D-G Hot Pit Cursory Taxi In/Out Plan.

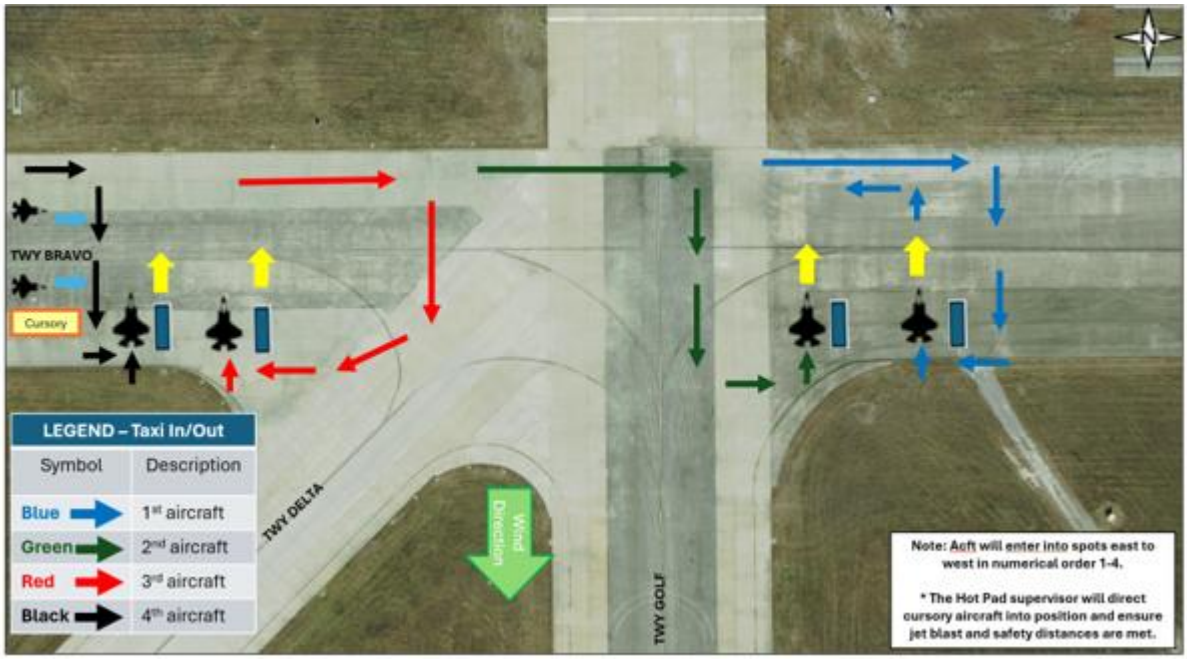
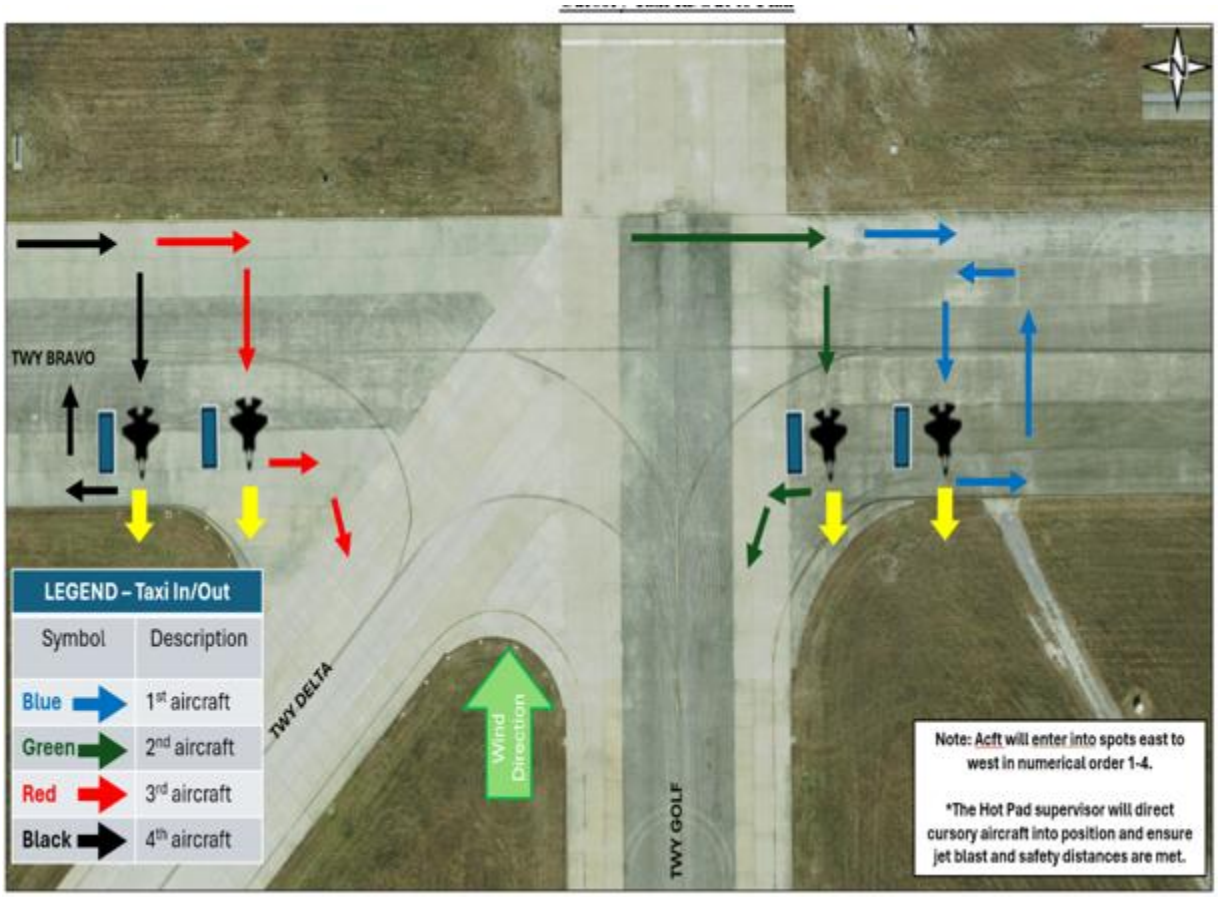


Figure 1.7. Site #3 B-D-G Hot Pit Alternate Flow.

Figure 1.8. Site #3 B-D-G Hot Pit Alternate Flow Cursory In/Out Taxi Plan.



1.13.3.4. Each site has a primary flow direction with an alternate flow direction if the winds exceed acceptable limits per T.O. requirements. 325 Maintenance Group Commander (325 MXG/CC) or designated representative will coordinate Hot Pit locations with Airfield Management to de-conflict parking on the LFA ramp and movement at the Taxiway B/D/G intersection. Priorities for aircraft movement during hot pit operations are:

1.13.3.4.1. Aircraft taxiing to the runway for take-off or from the runway after landing.

1.13.3.4.2. Aircraft taxiing from the hot pits.

1.13.3.4.3. Aircraft taxiing to the hot pits.

1.13.3.5. After clearing the runway, pilots will use the aircraft movement priorities described above and proceed directly to the hot pit area, cursory, or holding area as required. Consider runway in use, situation awareness (SA) from ground frequency, SA from a briefed common frequency, and if required the SOF to decide the best flow and holding areas to mitigate traffic conflict and congestion.

1.14. Aircraft Towing Procedures.

1.14.1. Do not tow an aircraft within 25’ of obstructions without wing walkers monitoring the clearance between aircraft and obstructions.

1.14.2. Before towing aircraft, tow crews will notify the Tower of the start and end point of any tow that will enter or transit the CMA. This coordination/notification does not constitute approval to enter the CMA. The following procedures apply:

1.14.2.1. Tow crew contacts the Control Tower by aircraft or land mobile radio (LMR) before moving the aircraft.

1.14.2.2. Aircraft being towed gives way to all taxiing aircraft unless otherwise authorized by the Control Tower.

1.15. Aircraft Taxiing and Takeoff Requirements/Routes.

1.15.1. Aircraft operating from TAFB will have an operational two-way radio. In the event radio contact cannot be maintained with the Tower, aircraft will respond to light gun signals IAW those published in the Flight Information Handbook.

1.15.2. Staggered taxi procedures are authorized on all taxiways.

1.15.3. Taxiway Papa is restricted to aircraft with wingspan smaller than 58 feet. Transient aircraft with larger wingspans should enter/exit the inside runway (14R/32L) at taxiway Juliet if using the LFA Apron or taxiway Delta if using the Transient Alert (TA) ramp. Heavy aircraft taxiing off Delta to park on the TA ramp must be marshalled by TA.

1.15.4. Pilots will contact Ground Control for clearance to taxi.

1.15.5. Aircraft that may need a BAK-15 or do not want to takeoff over or past the cable may request to depart from the outside runway. Aircraft desiring to deviate from this standard should make this request with Ground Control when calling for taxi clearance.

1.15.6. Pilots must request nonstandard departures (radar trail departures, unrestricted/combat departure, opposite direction, etc.) on initial taxi call. Failure to annotate the request as remarks may result in a delay for additional coordination.

1.15.7. When both runways are in service, departures will normally be made from Runway 14R/32L to expedite departure flow. Several factors (ground traffic, etc.) may prohibit departure on the inside runway and the flight lead will coordinate with Tower as required.

1.15.8. Aircraft with the call signs “Aces, Beeman, Sparrow, Winder, Slammer and Vulcan” carry forward firing ordnances. Pilots will not taxi or marshal in front of aircraft being armed or de-armed with forward firing ordnance.

1.15.9. Aircraft will stay on Ground Control frequency until passing EOR inspection, then change to Tower.

1.15.10. Rolling takeoffs may be performed IAW mission design series (MDS) instructions.

1.15.11. Radio Failure During Taxi:

1.15.11.1. If the failure occurs during taxi, aircraft will turn on the taxi light and taxi back to parking.

1.15.11.2. If taxi on the runway is required, Aircraft will turn toward Tower and turn landing lights off and on. After receiving flashing green light from the Tower, aircraft will taxi on the runway and turn off at the first taxiway. If on the outside runway, aircraft will hold short of the inside runway until receiving another flashing green light, then proceed to parking.

1.15.12. Control Tower Blind Spots: The Droneway is the only visual blind spot (**Figure 1.8**), and radios can be intermittent.

1.15.13. Taxiway Juliet Procedures.

1.15.13.1. In order to prevent potential terminal instrument procedures (TERPS) criteria violations, the following procedures are in effect for aircraft larger than a fighter (tail height of more than 18 feet) utilizing the LFA and Taxiway Juliet.

1.15.13.2. No aircraft larger than a fighter (tail height of more than 18 feet) will be permitted onto Taxiway Juliet between the 32R VFR hold line and the east edge of the LFA when another aircraft is within 10 miles on a PAR/TACAN/ approach to 14R/32L. Additionally, no Precision Approach Radar (PAR) or TACAN approaches to 14R/32L will be allowed to proceed within 10 miles if there is an aircraft larger than a fighter (tail height of more than 18 feet) on Taxiway Juliet between the 32R VFR hold line and the east edge of the LFA.

1.15.13.3. Close coordination between Tower and RAPCON personnel will be necessary to ensure that these procedures are met.

1.16. Airfield Maintenance.

1.16.1. AM will monitor the condition of the airfield and coordinate maintenance with the 325 Civil Engineering Squadron (325 CES). If maintenance requires a runway closure, the 325 OG/CC will be notified by the 325 Operations Support Squadron Commander (325 OSS/CC), or 325 Operations Support Squadron Director of Operations (325 OSS/DO) for approval. When maintenance needs to be scheduled, operational requirements will be evaluated, and appropriate NOTAMs will be published.

1.16.2. 325 OSS/OSAA and the 325 OG/CC or their representatives have the authority to stop or delay the closure of the runway. Failure to coordinate construction activities on the airfield with 325 OSS/OSAA may result in project delays due to airfield criteria and coordination requirements.

1.16.3. Base agencies will contact 325 OSS/OSAA before constructing any object above ground level, placing any construction equipment, or digging anywhere on the airfield side of Tyndall AFB.

1.16.4. Airfield Sweeper begins sweeping operations at 0600L and is scheduled to be available throughout the predetermined scheduled wing flying daily. If a sweeper is required outside of this time period, Airfield Management will make the request. Sweeper will notify Airfield Management when daily sweeping operations are complete.

1.16.5. Sweeper requests will be limited to items/areas too large to be readily picked up by hand. Multiple sweeper requests will be prioritized by Airfield Management.

1.16.6. If sweeping is required in an area under the control of a contractor, Airfield Management will contact CE Customer Service to ensure the appropriate contract monitor can notify the correct contractor to sweep their area.

1.16.7. Sweeping instructions are in accordance with the following:

1.16.7.1. Priority One. Inspected Daily and Swept Accordingly - All runways, active taxiways (except for the north end of Bravo), EORs, FOD control points, and Airfield Perimeter Road.

1.16.7.2. Priority Two. Inspected Bi-weekly and Swept Accordingly - All ramps, Tow Road, Droneway, and north end of Bravo.

1.16.7.3. All other areas considered Priority Three and will be inspected on a weekly basis or upon request.

1.17. Runway Surface Condition/Runway Condition Reading Values.

1.17.1. Tyndall AFB does not maintain a decelerometer or any other Continuous Friction Measuring Equipment (CFME) to assess Runway Condition Readings (RCRs) due to the average climate of the Southeast.

1.17.2. The SOF or Tower controller will request an runway surface condition (RSC) check be performed by AM personnel when pilots report a change in the condition. AM will report standing water to the nearest 1/10 inch if applicable.

1.18. Conducting Runway Inspections/Checks.

1.18.1. AM will complete airfield inspections/checks IAW DAFMAN 13-204v2 Airfield Management and the Airfield Management Operating Instruction.

1.18.2. AM will coordinate any discrepancies with the appropriate entity and track until completion.

1.19. Procedures for Opening and Closing the Runway/Taxiway.

1.19.1. The 325 FW/CC or 325 OG/CC may authorize airfield closures that do not exceed 4 days, including days already published closed, to support short notice emergency maintenance requirements, or other short- term requirements to include goal/training days and holidays. Closures scheduled for more than 4 days must be approved by Headquarters Air Combat Command/Air, Space and Information Operations (HQ ACC/A3). The Airfield Manager requests airfield restrictions or closures for scheduled and unscheduled maintenance/construction from the 325 OG/CC.

1.19.2. The Airfield Manager or designated representative has the authority to suspend and resume runway/taxiway operations. Additionally, the SOF, and Tower Watch Supervisor/Senior Controller have authority to suspend operations to the runway/taxiway.

1.20. Procedures for Suspending Runway Operations.

1.20.1. Tower, SOF, or AM, in the interest of safety, may suspend runway operations.

1.20.2. Runway operations will be suspended for the following conditions.

1.20.2.1. An accident has occurred on or near the runway.

1.20.2.2. An aircraft has an emergency (i.e., in which debris or other hazardous material might be left on the runway) or stops on the runway. The Tower will suspend runway operations after the emergency aircraft lands unless the SOF waives the airfield check following the landing.

1.20.2.3. Any conditions exist that constitutes a hazard (e.g., FOD, bird condition, arresting system maintenance/configuration changes, airfield construction, pavement repair, abnormal/unexpected drogue chute detachment, etc.).

1.20.2.4. Super/heavy aircraft (e.g., B-52, B-747, C-5, etc.) arrivals and departures. Airfield Checks will be conducted after takeoff in accordance with DAFMAN 13-204V2 section 5.2.2.3. Procedures will be developed between Airfield Management and the Control Tower to specify actions to be taken.

1.20.2.5. AM personnel will visually inspect the runway after any of the conditions listed above and notify the Tower when the runway is safe to resume operations.

1.21. Engine Test/Run-up:

1.21.1. Fighter Generation Squadron (FGS) notifies Maintenance Operations Center (MOC) of all engine runs along with specific locations, tail numbers and specific reason for the run prior to starting operations. Upon notification, MOC will inform Tower during airfield hours. Prior to starting engines and following termination, run-up crew members will contact Tower via ground control frequency and provide tail number and parking location. Tower is the approving authority and can deny/postpone or stop engine runs for safety of flight, taxiing aircraft, etc.

1.21.2. Ensure that established quiet hours are observed between 2200 and 0600 local times unless otherwise coordinated and 325 MXG/CC approved.

1.21.3. To the maximum extent possible, Fighter Generation Squadron (FGS) should avoid engine runs on parking spots B 31-35 during wing flying in order to lessen noise interference in the Control Tower.

1.22. Jet Blast Restrictions. All engine runs above 80% (military power) will be conducted at the Trim Pad. Engine runs above idle and up to 80% may not be conducted at spots: A25-A27 on center ramp.

1.23. Noise Abatement Procedures.

1.23.1. 325 Operations Support Squadron / Operations Support Office of Scheduling (325 OSS/OSOS) annotates all planned quiet, restricted noise and Distinguished Visitor (DV) restricted noise periods on the weekly scheduling meeting slides as well as on the daily schedule. Every effort should be made to submit requests two weeks in advance for desired quiet periods with 325 OSS/OSOS. 325 OSS/OSOS publishes a letter for each restricted noise period and quiet period outlining procedures applicable to that ceremony and acts as the central POC for quiet period and restricted noise period execution. AM will enter quiet period information in the NOTAM system. Procedures for each type of quiet period are as follows:

1.23.1.1. Distinguished visitor (DV) Restricted Noise Period: For informal greetings and farewells of DVs by base officials at the transient ramp. Engine starts/runs, and AGE runs on west and transient ramps are suspended. See **Table 1.3** below.

Table 1.3. DV Restricted Noise Periods.

	Take-off	Low Approach	Overhead Pattern	Straight-In
Inside Runway	*No	*No	*No	Yes
Outside Runway	Yes	Yes	Yes	Yes
***Only while DV boards/exits non-fighter aircraft.**				

1.23.1.2. Restricted Noise Period: (Military ceremonies at Flag Park, etc.) Normal taxi, engine runs, and vehicle operations on ramp authorized. The intent of a restricted noise period is to minimize noise levels on the non-flight line side of the base. See **Table 1.4** below.

Table 1.4. Restricted Noise Periods.

	Take-Off	Low Approach	Overhead Pattern	Straight-In
Inside Runway	No	No	No	No
Outside Runway	Yes	Yes	No	Yes
***Only while DV Boards/Exits non-fighter aircraft.**				

1.23.1.3. Quiet Period: (Flight line ceremonies, etc.) No take-offs, engine starts, engine runs, patterns, low approaches are permitted. Flight line use of AGE equipment is prohibited. Landings, due to fuel state or emergency, will be via straight-in to the outside runway (unless safety dictates otherwise). The intent of a quiet period is to have no aircraft or AGE noise of any kind near the flight line side of the base. Quiet periods planned during normal local flying window require 325 OG/CC approval. Quiet periods planned during normal 53 Weapons Evaluation Group (53 WEG) flying window require coordination with 53 WEG.

1.24. Protecting Precision Approach Critical Areas: (Figure 1.11).

1.24.1. Aircraft/vehicle operations in the Precision Obstacle Free Zone (POFZ), Localizer and Glideslope critical areas may affect the integrity of the ILS signal. Tower shall restrict vehicles/aircraft from proceeding past the instrument hold lines IAW DAFMAN 13-204 V3. Vehicle operators are trained IAW DAFI 13-213 to hold short of (runway) instrument hold lines and to contact Tower for clearance prior to proceeding beyond that point.

1.24.2. There are two glideslope critical areas at the approach ends of Runway 14L/32R, and are marked with instrument hold lines on Taxiway Kilo and signs on the perimeter access road.

1.24.3. There are two localizer critical areas located at the approach ends of Runway 14L/32R.

1.24.4. Dimensions of glide slope critical areas and Localizer critical areas are depicted in **Figure 1.11**.

1.24.5. Do not park vehicles within an Instrument Landing System (ILS) critical area.

1.24.6. Unless specific approval is obtained from the Control Tower, aircraft and vehicles shall hold short of the instrument hold lines/signs whenever any of the following conditions exist:

1.24.6.1. Advised to **"HOLD SHORT OF (RUNWAY) ILS CRITICAL AREA"** by the Control Tower.

1.24.6.2. The reported ceiling is below 800 feet and/or the reported visibility is less than 2 miles.

1.24.6.3. ATC shall visually verify that all vehicles have vacated the active glideslope critical area. All vehicles operating on Taxiway Kilo must monitor the Tower net. When ATC is unable to visually check or contact vehicles via two-way radio, AM will be contacted to physically check the area.

1.25. Restricted/Classified Areas on the Airfield: Restricted Areas on the Tyndall Airfield are delineated by a red painted line on the surface of the pavement. Ropes and stanchions will be used for transient aircraft that require establishment of a temporary restricted boundary. Access is through an established entry control point marked with a sign for the painted red lines for the permanent restricted area or a break in the rope with signs for a temporary restricted area. Operators entering restricted areas must be authorized and have the appropriate area designated on their AF Form 1199, Air Force Entry Control Card (Accountable) (Used with Advanced Automated Entry Control System) or listed on an approved entry authorization list (EAL). Note: Aircrew orders provided to AM suffices as an approved entry authorization list (EAL) for all transient personnel.

1.26. Definition of Wing Flying. For the purposes of air traffic control operations and facility manning, wing flying is defined as four (4) airborne fighter type aircraft that are listed on the local flying schedule and departed from Tyndall. Specific manning considerations will be given to special operations as directed by 325 OG/CC, to include but not limited to 53 WEG flying, deployments, 44 Fighter Group (44 FG) flying, etc., as required.

Figure 1.9. Tyndall AFB Airfield Diagram (Not to Scale).

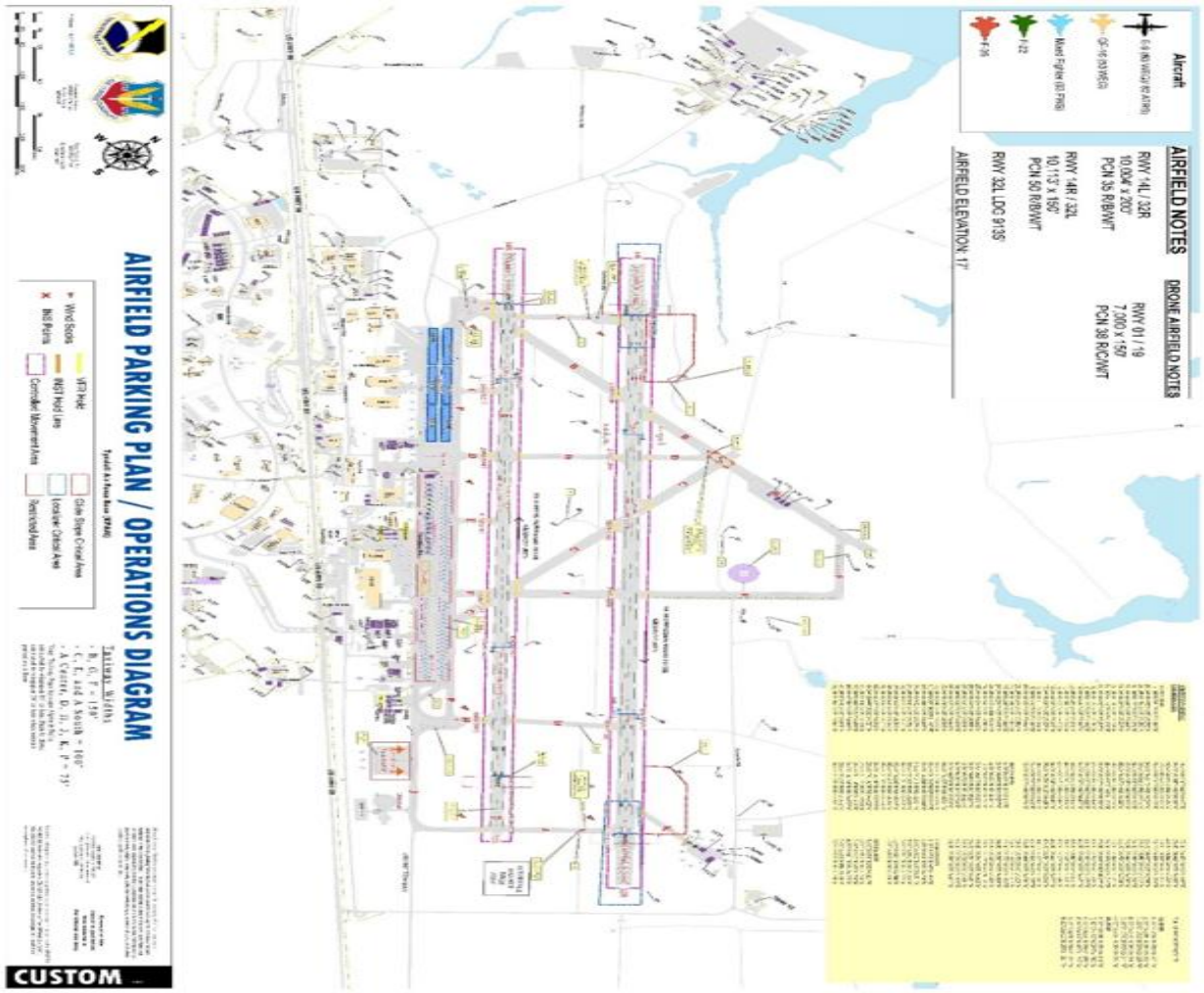


Figure 1.10. Drone Runway Diagram (Not to Scale).

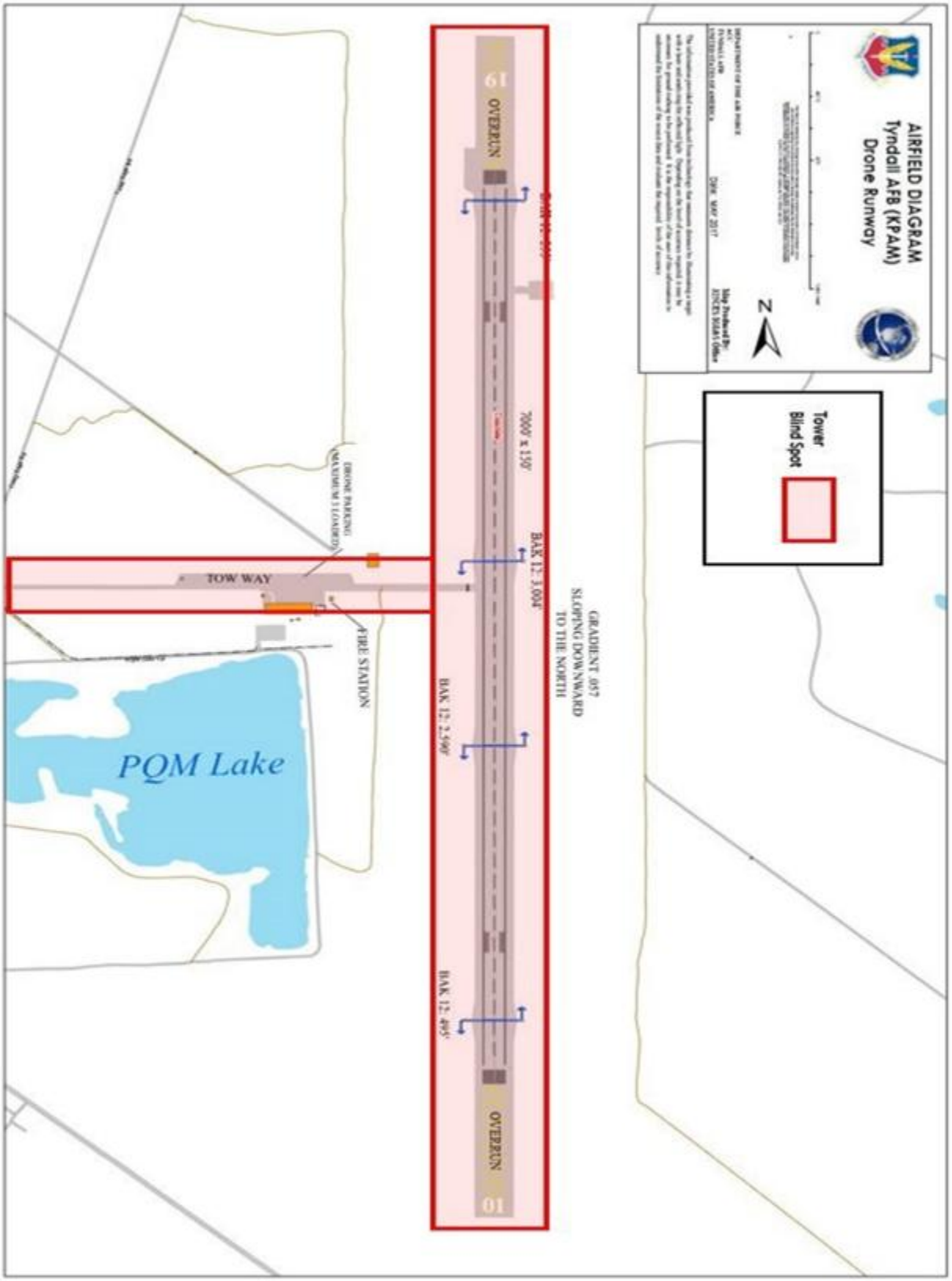


Figure 1.11. Precision Approach Critical Areas (Not to Scale).

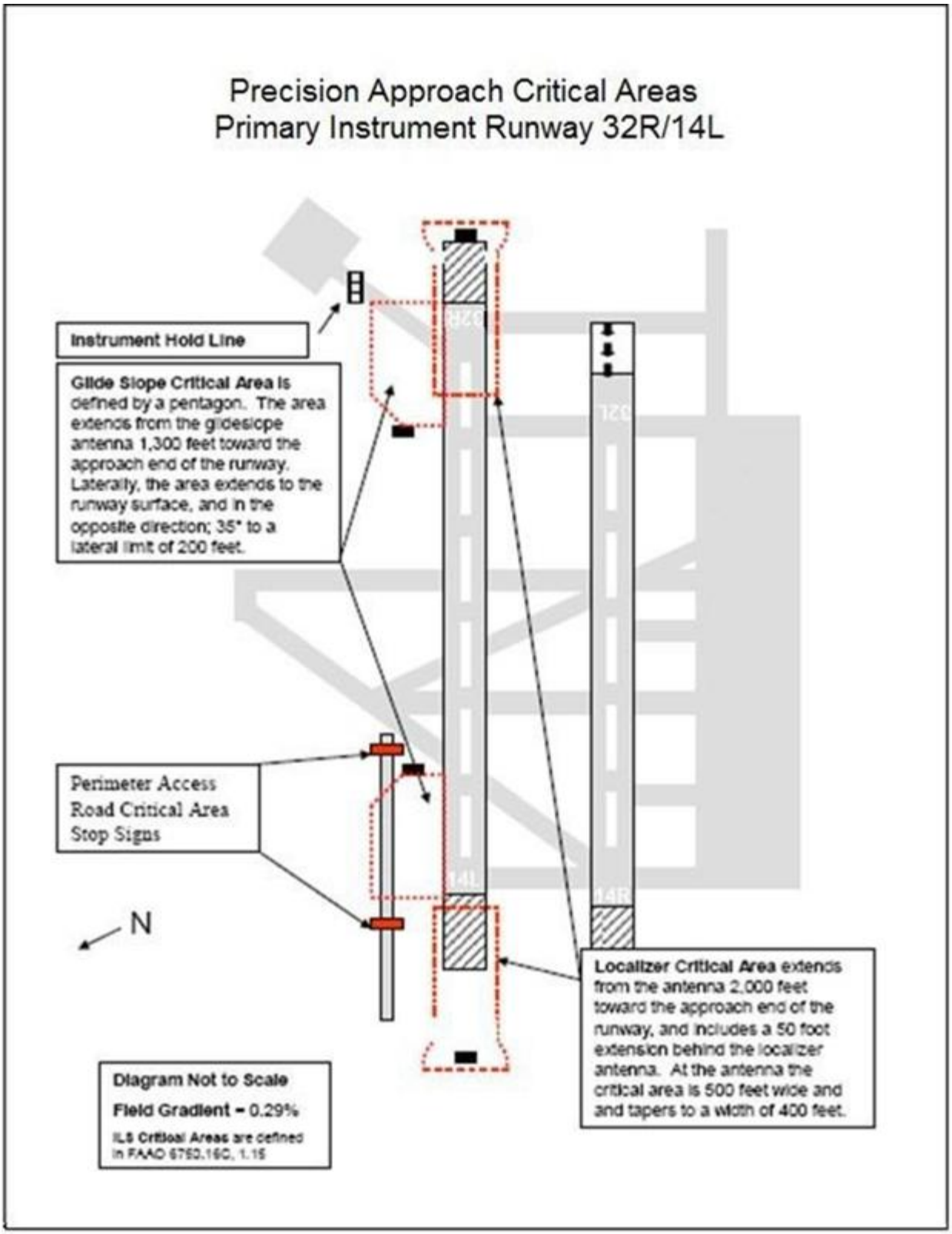
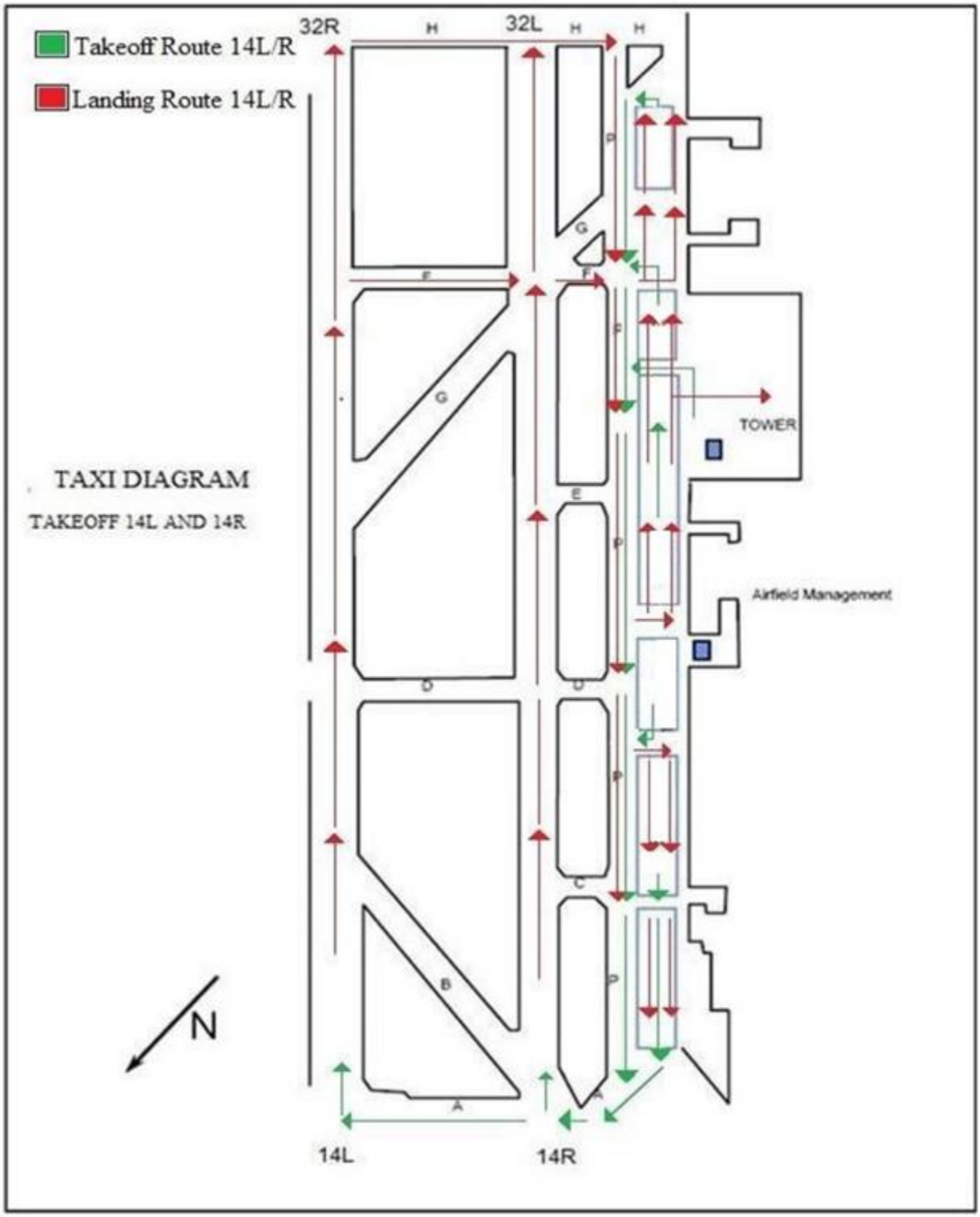


Figure 1.12. Taxi Diagram 14L/R (Not to scale).



Chapter 2

FLYING AREAS

2.1. Local Flying Area/Designation of Airspace: (Figures 2.1.-2.15.)

2.1.1. Tyndall AFB Airspace. The local airspace for military operations around TAFB consists of Special Use Airspace (SUA) (**Figure 2.1.**) and Air Traffic Control Assigned Airspace (ATCAA). In addition, ATC uses the Tyndall Terminal Area (TTA) and the Tyndall Class D Surface Area for arriving and departing aircraft. The Tyndall Class D Surface Area is the airspace extending from the surface up to and including 2500 feet MSL and within a 5.4 nautical mile radius of Tyndall AFB. During RAPCON operating hours, RAPCON delegates an additional 100 feet MSL (2600 feet MSL) to Tower for use as a VFR pattern breakout altitude. See **Attachment 4.**

2.1.2. Tyndall AFB Regional Airspace. Tyndall AFB is located in a high-density air traffic area along the Florida Panhandle where there is a large presence of both military and civilian private and commercial aviation activities. The USAF, Navy, and other military components operating out of Tyndall AFB, Eglin AFB, Hurlburt Field, the Pensacola Naval Flying Training Center, and other airfields regularly conduct flight training missions at the different Restricted Areas (RAs), Military Operations Areas (MOAs), and Warning Areas located within this region. General aviation and commercial aircraft operating out of the Panama City (Northwest Florida Beaches International), Apalachicola, and Tallahassee airports also contribute to this region's air traffic environment. There are also small/private airfields and seaplane bases where sightseeing, fish spotting, and other general aviation aircraft typically operate under visual flight rules (VFR) at low altitudes (at or below 1,000 feet AGL).

2.1.3. The controlled airspace encompassing Tyndall AFB and the other regional airports is managed and controlled by the Federal Aviation Administration (FAA) Jacksonville Air Route Traffic Control Center. This center has delegated airspace to the Tyndall Radar Approach Control through a Letter of Agreement that defines this assigned area and responsibilities for coordinating and managing air traffic operating at the different airports and the surrounding airspace within those boundaries.

2.1.4. This terminal airspace area extends from the surface to FL230 within an expanded uncharted area defined as various Air Traffic Control Assigned Airspace (ATCAA). The RAPCON also provides traffic advisories to VFR aircraft within this airspace. Real-time coordination between the Jacksonville Center, Tyndall AFB RAPCON, and the other adjacent ATC facilities ensures all IFR air traffic operating across this region is coordinated and aircraft are separated from each other and the active Special Activity Airspace (SAA) training areas. If any adjacent federal airways/jet route traffic needs to be rerouted through this airspace due to weather or other flight conditions, the FAA coordinates with the Tyndall RAPCON to separate this traffic from military operations.

2.1.5. Special Use Airspace (SUA). Special Use Airspace around TAFB consists of Gulf Regional Airspace Initiative (GRASI) ATC, Military Operations Areas (MOAs), Restricted Areas (RAs) and Warning Areas (WAs). These areas are depicted on aeronautical charts and divided into overland and over-water SUA.

2.1.6. The GRASI ATCAAs were designed to be used in conjunction with the adjacent Warning Areas and Restricted Areas. See **Figure 2.15**.

2.1.7. Overland SUA MOAs and RAs below FL 180 are labeled Tyndall B, C, D, E, F, G, H, I, and J MOAs, R-2905A and R-2905B. See **Figure 2.1**. Combinations of MOAs and ATCAAs form Compass Lake (LAKE) and Carrabelle (CARA) and a combination of MOAs form the Low-Level Area (LLA). See **Figure 2.13**. 325FW Scheduling office (325 OSS/OSO) is the scheduling authority for these areas.

2.1.8. G MOA airspace (at or above 1,000 feet MSL) is used in conjunction with W470A operations. The area above the Tyndall G and I MOA (FL180) is defined as Aerial Combat Maneuvering Instrumentation (ACMI) WEST ATCAA and serves as an extension of the W470A. RAPCON may release the over-water portion of G and I MOA when W470A is not scheduled or in use.

2.1.9. Chaff and flares (MJU-7 and MJU-10) are authorized in Compass Lake and Carrabelle MOAs at or above 9,000 feet MSL.

2.1.10. Aerial Refueling (AR) Track 660, see **Figure 2.2**, is directly overhead TAFB from FL240 - FL280 and is released from Jacksonville Center to Eglin RAPCON. This airspace is primarily utilized for aerial refueling with the standard tanker altitude block being FL260-FL270, leaving fighters with FL250 for tanker rejoin. The 96 OSS/OSO is the scheduling authority for the AR660 Track.

2.1.11. Eglin Joint Test and Training Operations Cell (JTTOCC) Mission Management Section (MSS) is the single point of contact for activation of the GRASI ATCAAs. They will coordinate with 325 OSS/OSO for approval to release any portion of the GRASI ATCAA that is scheduled by Tyndall.

2.1.12. Over-water SUA includes W470 and W151 beyond the 3-mile limit from surface to FL600. The OPR for W470/151 airspace is the 96 TW at Eglin AFB, Florida. The 96 TW delegates operational control of scheduling W470 to 325 OSS/OSO. Tyndall Military Radar Units (MRUs) provide radar weapons control in the airspace when scheduled. 325 OSS/OSO may coordinate for W151 airspace with 96 TW. The 96 TW is the final approval authority for W151 scheduling.

2.1.13. Day/night chaff and flare employment is authorized in local over-water SUA. Chaff will normally be approved for W470 and W151C/D/E/F. Wing Scheduling will annotate chaff or flare restrictions in the remarks section of the Global Training Integration Management System (GTIMS) daily schedule. Changes to the schedule for chaff drops must occur before 1500L on the day preceding the mission.

2.1.14. Aircraft will use MOA or GRASI ATCAAs Monitor/Common Frequency for traffic and safety calls; make all tactical communications on the tactical/ground-controlled intercept (GCI) Frequency. If a controlling agency/MRU is used, the listed Tactical/ground-controlled intercept (GCI) Frequency will be used for all tactical communications and the MOA Monitor/Common Frequency will be used for advisory coordination and safety calls. See airspace depictions in this document and the Tyndall In-Flight Guide (IFG) for current area operating frequencies. Single radio aircraft will monitor and conduct tactical communication on MOA monitor frequency.

2.1.15. R-2905A and R-2905B. These Restricted Areas are southeast of Tyndall and under control of Tyndall RAPCON. Both extend from surface up to and including 10,000 feet and are usually activated for short periods of time for drone launch and recovery (**Figure 2.14**.).

2.1.16. Explosive Ordnance Disposal (EOD) Range. The EOD Range is centered on the Tyndall (PAM) 160 radial/2.1 miles or coordinates 30 02’ 228.75’’N/ 85 33’ 57.82W. See Tyndall AFB Airfield Operations flight and EOD flight ops letter for additional information.

2.1.17. W470/W151. These areas are used for weapons firing and training flights. The procedures for temporary release of weather deviation corridors, Lightning Corridor (located in W151C, D, E, F and W470C, E, F) and Thunder Corridor (located in W470A, B, D and ACMI East) to Jacksonville Center are set forth by Letter of Agreement (LOA) (**Figures 2.3. and 2.4**). ACMI East is an ATCAA airspace that is part of Thunder Corridor (**Figure 2.3**.).

2.1.18. Reduced Aircraft Lighting is authorized in W470, W151 and W155 IAW AFMAN 11-202 Vol. 3 and AFMAN 11- 214.

2.1.19. ACMI Capable Ranges. These areas include over land and over-water SUA and ATCAA (W470, E MOA with Carrabelle ATCAA as coordinated, G, I, J, 470G MOA with ATCAA to FL 600, Compass Lake MOA and ATCAA and special ATCAA outside SUA from 5,000 feet to FL 600). ACMI EAST/WEST ATCAAs are activated under MRU control only (**Figure 2.7**.).

2.1.20. Tyndall LLA. The Low-Level Area (LLA) is comprised of C, D and E MOAs. C and D MOAs extend from 300 feet AGL up to and including 4,000 feet MSL (up to and including 6,000 feet MSL is authorized for special exercises) and E MOA extends from 300 feet AGL up to but not including FL 180 (used up to and including 8000 feet MSL.) All aircraft will maintain a minimum altitude of 1,000 feet AGL over the Lake Wimico Recreational Area. The controlling agency is Tyndall RAPCON. The Military Training Route (MTR) Area Boundary (3032N 8530W to 3029N 8458W) as depicted in **Figure 2.13** will be the northern border of the LLA. The following restrictions apply to all operations in the LLA (**Figures 2.1 and 2.13**).

2.1.20.1. Operations below 1,000 feet AGL in E MOA will remain at least 5 NM north of the town of Apalachicola, FL. See **paragraph 2.1.10.5**.

2.1.20.2. During the months of November through May, remain at or above 1,000 feet AGL in the vicinity of the confluence of the Brothers and Apalachicola rivers.

2.1.20.3. Avoid public-use airports by a radius of 3 NM or 3,000 feet AGL.

2.1.20.4. Avoid Compass Lake, FL (3036N 8523W) by 3 NM or 1,500 feet. Avoid extensive maneuvering over Compass Lake at all altitudes within the LLA.

2.1.20.5. When IFR traffic is landing at Apalachicola airport, the Apalachicola Protected Area (APA) may be activated to allow Low Level Training and IFR arrivals to continue simultaneously. When the APA is activated, all aircraft involved in Low Level Training will remain North and East of this area from the surface up to and including 4,000 feet MSL. Aircraft may over fly this area above 4,000 feet MSL. The north and eastern borders of the APA are defined by a line going through the three points: 30-00N 85-16W, 30-00N 85-00W and 29-47N 84-44W. The south and west borders are defined by the normal E MOA boundaries (**Figure 2.13**.).

2.1.21. Pilots and RAPCON controllers will adhere to the following procedures to activate the APA.

2.1.21.1. When an IFR arrival is 20 flying miles from AAF or an IFR departure is requesting their clearance, begin the process to restrict aircraft operating in E MOA to the "TAC Intercept Area" north and east of the APA.

2.1.21.2. If conditions require (weather, near mission completion, etc.), the pilot may request a short delay to finalize any training. In this case, RAPCON will accommodate fighter training to the maximum extent possible to include holding civilian traffic and/or advising the civilian pilot that an immediate VFR approach is available if VFR conditions exist.

2.1.22. Military Training Route (MTR) Area. The part of the Tyndall LLA north of a line extending from 3032N on the west boundary of "C" MOA to 3029N on the east boundary of C MOA from 300 AGL to 4,000 feet MSL. Numerous low-level military training routes go through the MTR Area. Tyndall RAPCON will provide traffic advisories to aircraft operating in the MTR area via the LLA common frequency as soon as possible after receiving the MTR traffic flight progress strip.

2.1.23. LLA Extension F MOA. RAPCON uses this area for aircraft transiting to and from W470 airspace. F MOA is rarely activated for military use during exercises. All aircraft will maintain a minimum altitude of 1,000 feet AGL over the Lake Wimico Recreational Area and 2,000 feet over St. Vincent National Wildlife Refuge when within 1 NM of these areas. The controlling agency is Tyndall RAPCON (**Figure 2.1**).

2.1.24. Carrabelle Area. This area is above E MOA and uses its lateral boundaries, except aircraft must remain south of latitude N3011.0, 9,000 feet MSL up to but not including FL180 and Carrabelle ATCAA, FL180 up to and including FL230 (**Figure 2.5**). Carrabelle High is defined as the North/South Raven portions that may be assigned up to FL600. As well, the Rustic portion that may be assigned up to FL300, however the Rustic portion may be restricted by Jacksonville Center.

2.1.25. Carrabelle Area/LLA Combined Airspace. This airspace combines the Carrabelle Area and LLA (PAM HILOW) with the E MOA from 300 feet AGL up to 8,000 feet MSL and Carrabelle Area 9,000 feet MSL up to and including FL230 in the Carrabelle Area for Low Altitude Step Down Training (LASDT) or other missions. Confirm altitude block with RAPCON upon entering. Aircraft on PAM HILOW should release Carrabelle Area when mission requirements permit.

2.1.26. Compass Lake Area. Area consists of the Tyndall B MOA, H MOA, and ATCAA which are all restricted to east of longitude 85°40'W and north of 30°18'N. The MOAs extend from 9,000 feet MSL up to but not including FL 180 and the ATCAA from FL180 to FL230. Airspace west of the 85°40'W and south of the 30°18'N line is used by RAPCON for the movement of air traffic in/out of the Panama City area and overflight traffic. RAPCON may provide area monitor for FL230 and below (**Figure 2.6**.).

2.1.27. Moody 3 MOA/ATCAA. This area is located northeast of Tyndall and is controlled by Jacksonville Center (**Figure 2.7**.). Flares are authorized. R-196 chaff not authorized.

2.1.28. Moody 1 MOA/ATCAA. This area is located above Moody AFB, northeast of Tyndall and is controlled by Valdosta Approach Control (**Figure 2.8**.). Coordinate through 325 OSS/OSO to schedule this airspace. Flares are authorized. R-196 chaff not authorized.

2.1.29. Raptor ATCAA. Raptor ATCAA is located south of the W470 complex and shares its northern border with W470CEF and its southern border with W-168. See **Figure 2.11**. Raptor ATCAA will always be used in conjunction with at least the southern portion of the W470 complex (W470CEF). Raptor ATCAA is owned jointly by Jacksonville Center and Miami ARTCC, but 325 OSS/OSO is the primary scheduling agency. Raptor ATCAA must be scheduled, and confirmation sent to Miami Center (ZMA) by 1600 central time the day prior. Raptor ATCAA cannot be scheduled real-time.

2.1.30. Rose Hill MOA/ATCAA. This area is controlled by Jacksonville Center (**Figure 2.9**.). Chaff and flares are not authorized.

2.1.31. Live Oak MOA/ATCAA. This area is controlled by Jacksonville Center (**Figure 2.10**.). Chaff and flares are not authorized.

2.1.32. W-155 and WHODAT ATCAA. W-155 and WHODAT are over-water areas located west of W- 151 and along the coast. See **Figure 2.12**. They are available to Tyndall aircraft with advanced scheduling. W155 is scheduled by Pensacola National Airspace System (NAS) and is controlled by Jacksonville Center. WHODAT is adjacent to W155 and scheduled by Gulfport AGR and controlled by Houston ARTCC. Supersonic flight, chaff (R196), and flares (MJU-7 and MJU-10) are authorized.

2.1.33. Airspace Denial/Restriction Reporting. Pilots/RAPCON/MRUs will report all occurrences of altitude caps, restrictions, ATCAA use denials, etc., by Jacksonville/Miami Centers to the Real-time Airspace Scheduler (325 OSS/OSO). 325 Operations Support Squadron Director of Airspace (325 OSS/DOAS) will investigate and track each denial report. The following information is required for airspace denial reports: SUA identification/using agency; agency denying SUA use; period of desired use; resulting mission impact; reason for denial; remarks. Pilots will contact 325 OSS/DOAS (ext. 283-4148) to report mission impact.

2.1.34. Sonic Boom Procedures. Supersonic flight is authorized in those portions of over-water airspace above 10,000 feet and no closer than 15 NM from the closest shoreline, including St. George Island. Unauthorized supersonic flight will be reported by flying units to 325 OSS/DOAS (283-4148) who will then investigate all noise/sonic boom complaints. Pilots will provide the following in the report to 325 OSS/DOAS: Time (Local) of incident; Location of incident; Altitude; and Speed.

2.1.35. Special Use Airspace Utilization Reporting. 325 OSS/DOAS is responsible for collecting utilization data for collecting utilization data for all TAFB managed/used SUA. 325 OSS/DOAS will complete airspace use data and submit report to HQ ACC/A3AA as required.

2.1.36. ATC will provide 325 OSS/DOAS with a copy of the Joint Use Restricted Area Log by the third workday of each month.

2.1.37. Waivers/Airspace Proposals/Aeronautical Objections. 325 OSS/DOAS will prepare and process airspace management documents as required for the following purposes:

2.1.37.1. Waivers pertaining to SUA or Airspace for Special Use.

2.1.37.2. Airspace proposals directed by environmental requirements as a result of changes in the number or types of aircraft, or hours of utilization for existing airspace.

2.1.37.3. Aeronautical objections to construction activities within Tyndall's airspace area.

2.1.38. Controlled Firing Areas.

2.1.38.1. Tyndall has two controlled firing areas (CFAs) under real-time control of Tyndall RAPCON and activated by NOTAM. Aircraft must avoid lateral and vertical limits of CFA boundaries.

2.1.38.2. Sky X (10) CFA – PAM 130/07 NM. This area is used for ground bomb detonations. Ground zero detonation test site is located within R-2905B at coordinates N2959.7, W8528.6. The safety limits are defined laterally as a 1 statute mile radius of ground zero, surface to 6,000 feet. Procedures are addressed in the Sky-X CFA Letter of Agreement (LOA).

2.1.38.3. Rapid Runway Repair CFA (SILVER FLAG AREA) – PAM125/06 NM. This area is used to support detonations of sub-surface explosive charges used to blast craters in a mock runway in order to conduct training to repair the damage. A line joining the following coordinates, beginning at N3001.7, W8530.1 to N3001.7, W8529.6 to N3000.6, W8529.7 to N3000.6, W8530.1, then to point of beginning, bound the safety area. This area provides a 1,500- foot lateral clearance zone of the runway detonation points. Protected altitude is surface to 2,000 feet. Procedures are addressed in the Silver Flag CFA LOA.

2.2. VFR Local Training Areas. Local training is conducted in the Special Use Airspace as defined above.

2.3. Altimeter Settings.

2.3.1. For operations Carrabelle and Compass Lake, use standard altimeter setting (29.92 inches Hg.) when operating at or above 5,000 feet AGL or as directed by the controlling agency. Use local altimeter when operating below 5,000 feet AGL. **Note:** When local altimeter is less than 29.92 inches Hg., the lowest published altitude for Carrabelle and Compass Lake will not be assigned to mission aircraft unless the LLA (Carrabelle) is simultaneously scheduled. If using a 5,000 feet AGL/AWL floor and altimeter drops below 29.92 inches Hg; use local altimeter to ensure adherence to AFMAN 11-214, Air Operations Rules and Procedures restrictions for unlimited maneuvering.

2.3.2. For operations in over-water (SUA) airspace (W470 and W151), use local altimeter setting. In the event the airspace altitudes are not unlimited (corridors active, stranger traffic, etc.) pilots shall be responsible for assuring operations do not exceed the limits of the assigned block, which will be assigned by ATC or the controlling agency based on the standard (29.92 inches Hg.) altimeter.

2.3.3. For operations that utilize both over-water and overland airspace concurrently, the altimeter is normally local, but mission commanders may change this to 29.92 inches Hg based on airspace usage during each mission. The mission commander will inform the airspace mission controller of the altimeter setting and if necessary, the controller will reduce the overland airspace floor if altimeter is less than 29.92 inches Hg.

2.4. Letters of Agreement and Certificates of Authorization.

2.4.1. All Letters of Procedures (LOPs), to include Letters of Agreement and Certificates of Authorization, are located on the 325 Operations Support Agency (325 OSA) Flight drive and are loaded to the 325 OSA flight SharePoint.

2.4.2. All LOPs are reviewed IAW DAFMAN 13-204V1; the schedule for review is detailed in the TAFB LOP Index, which is located on the OSA Flight drive and is uploaded annually to the ACC SharePoint.

Figure 2.1. Special Use Airspace.

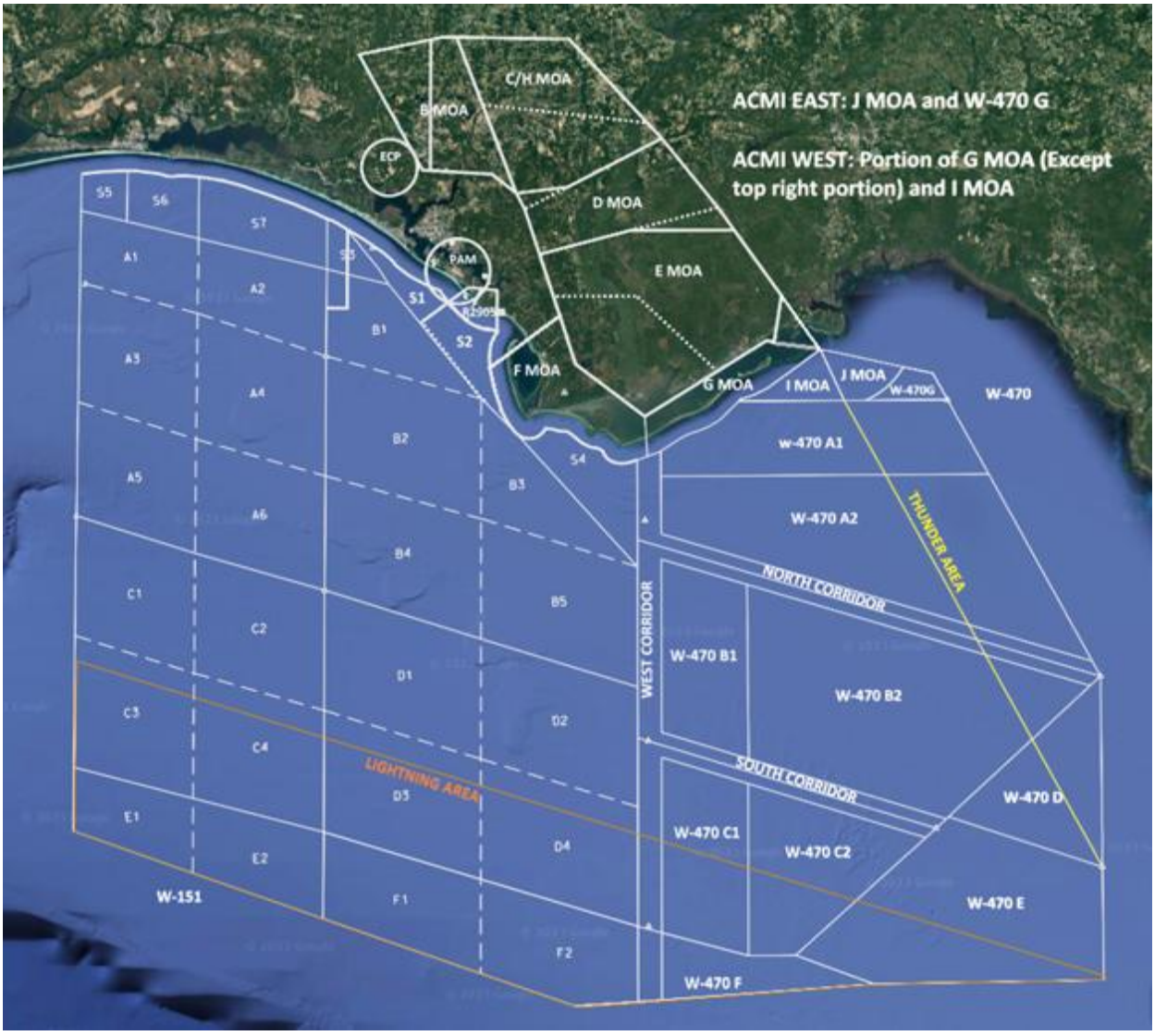
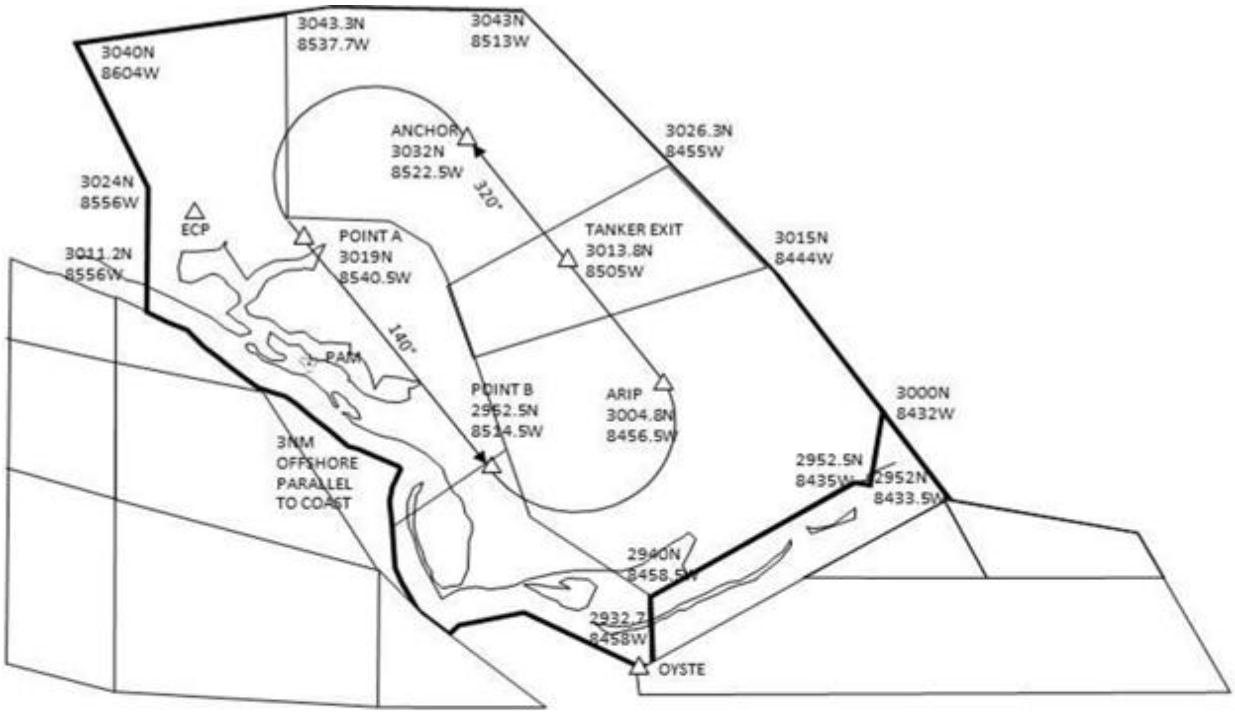


Figure 2.2. Aerial Refueling (AR) Track 660.



ARIP:	**3004.8N 8456.5W (PAM 089/33)**
ANCHOR:	**3032N 8522W (PAM 020/30)**
POINT A:	**3019N 8540.5W (PAM 342/16)**
POINT B:	**2952.5N 8514.5W (PAM 124/21)**
TANKER EXIT:	**3013.8N 8505W (PAM 070/27)**

Figure 2.3. Warning Area 470.

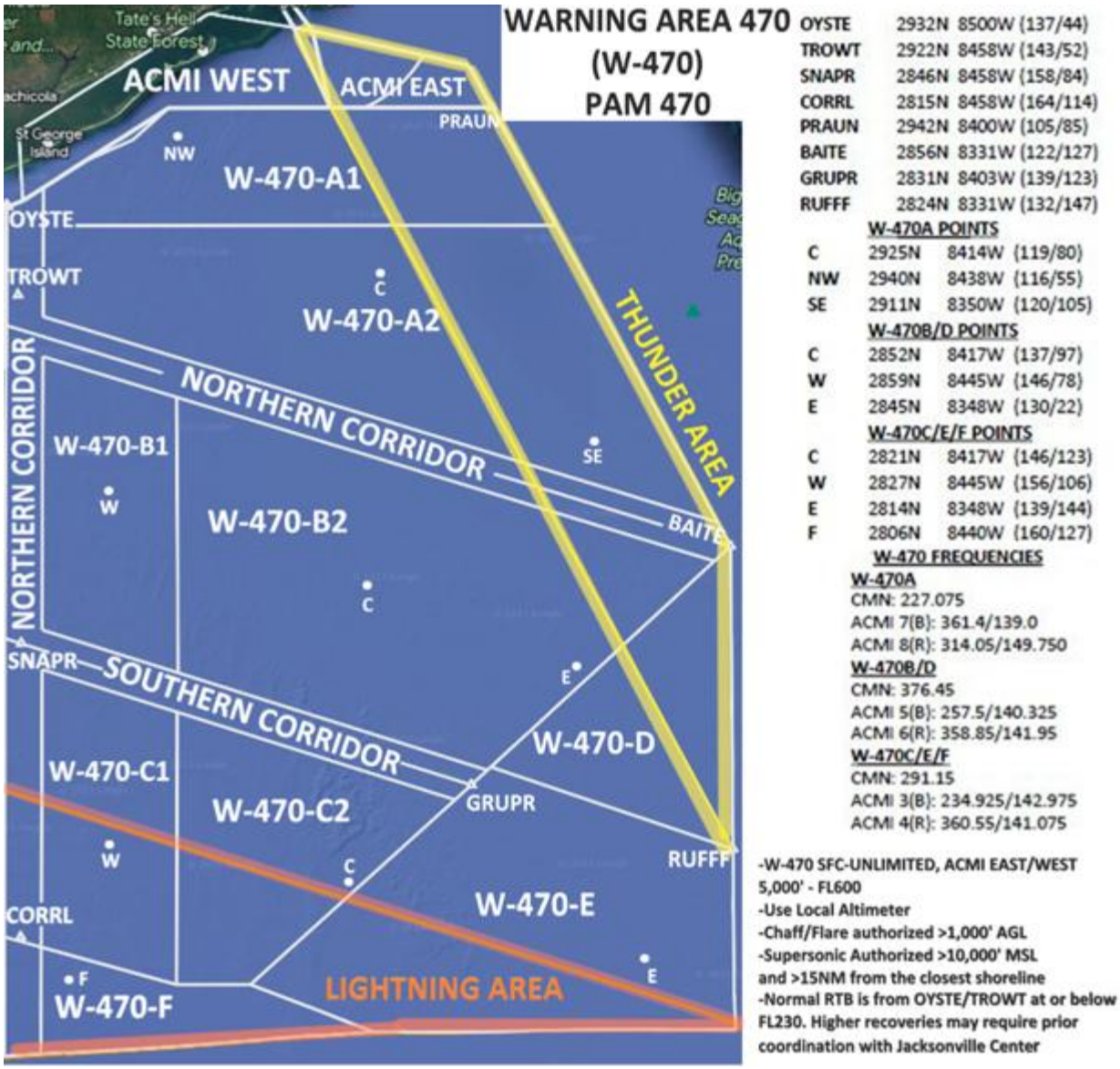


Figure 2.4. Warning Area 151.

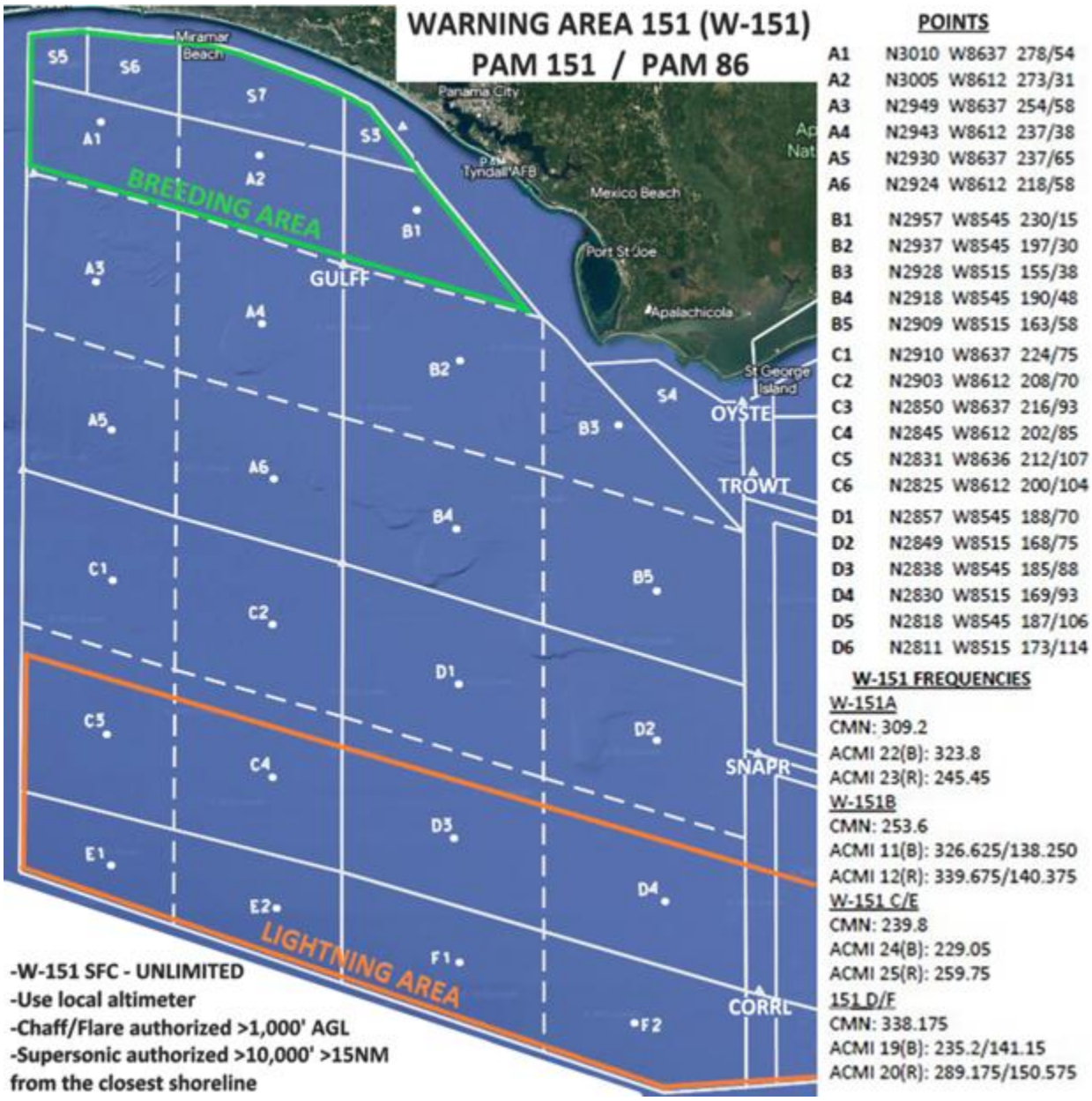
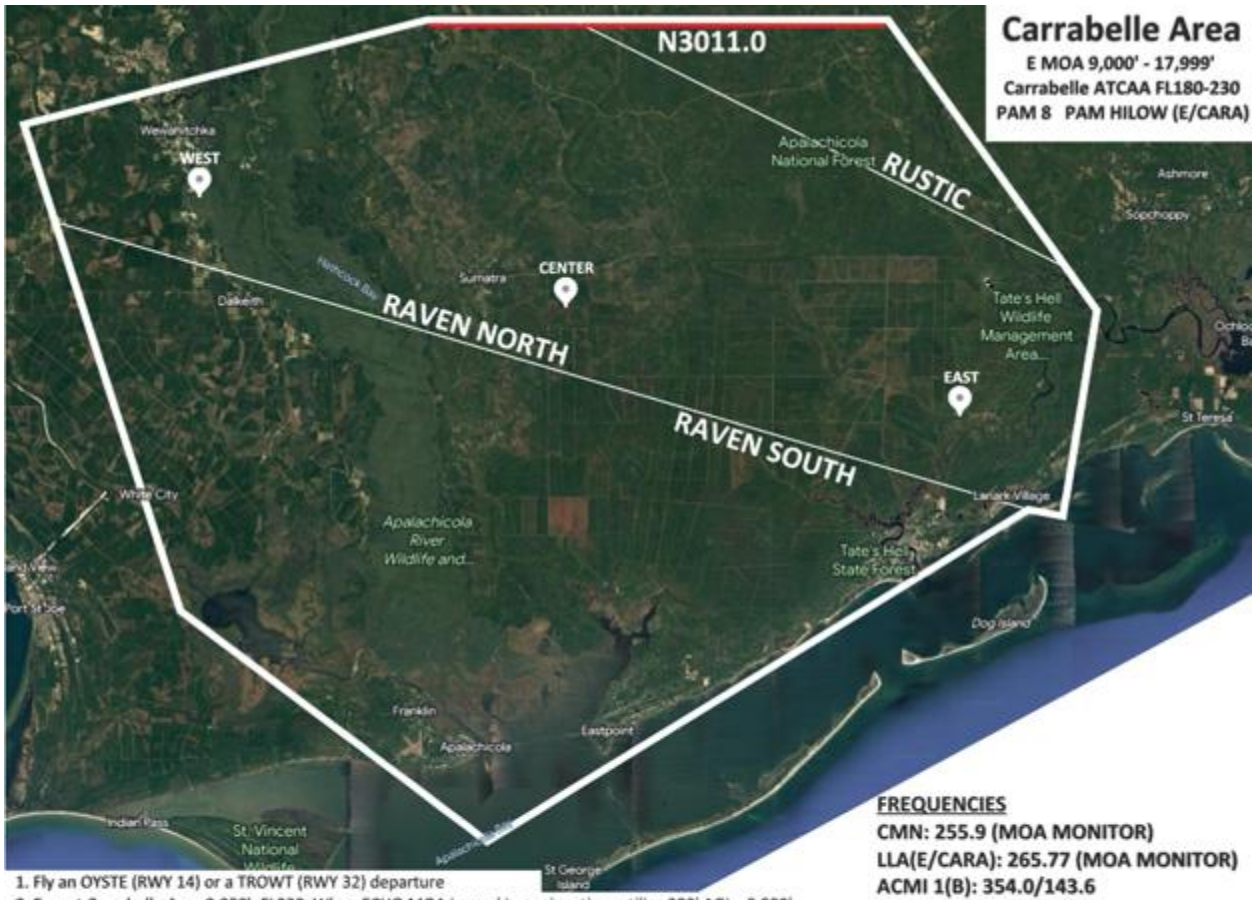
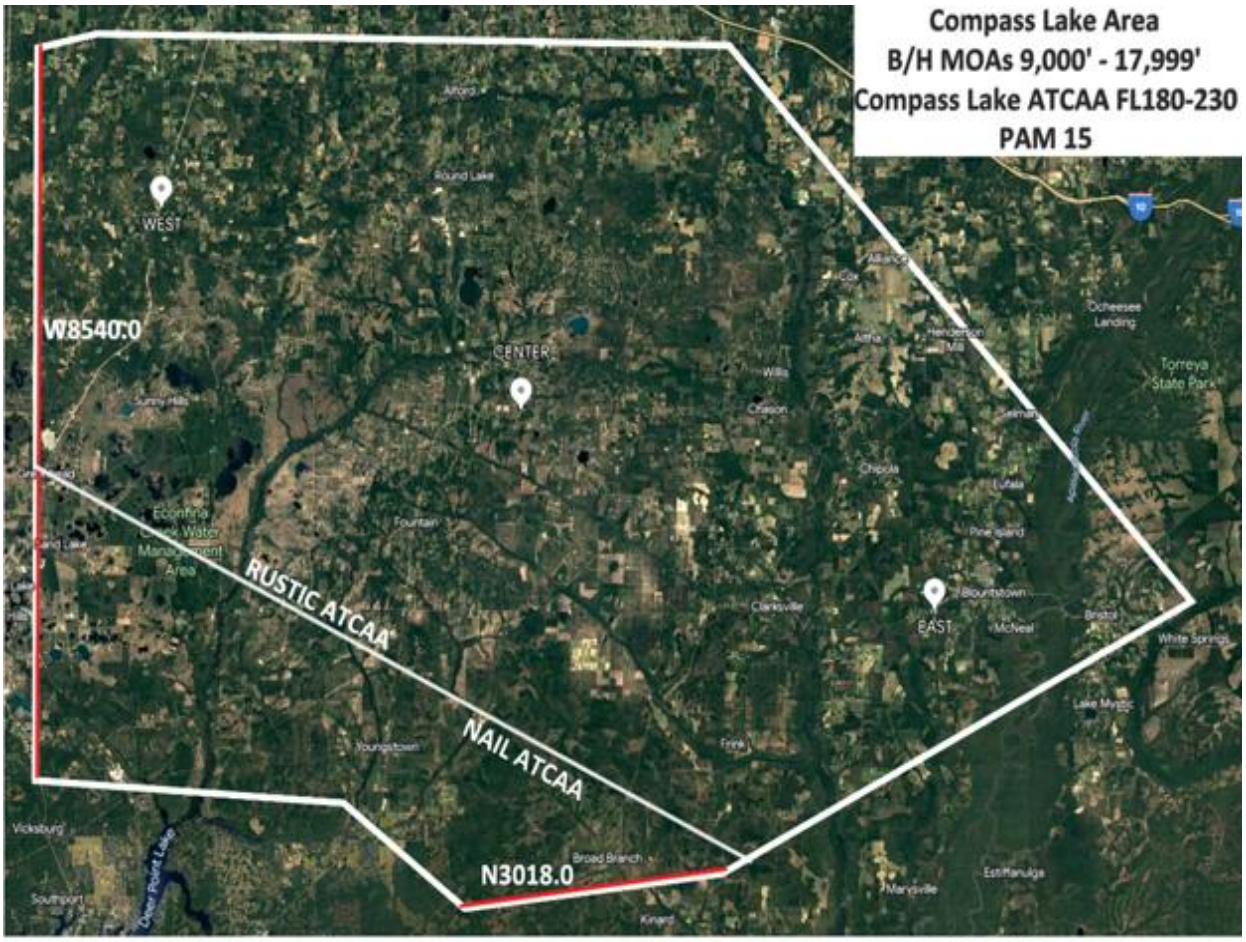


Figure 2.5. CARRABELLE Area.



1. Fly an OYSTE (RWY 14) or a TROWT (RWY 32) departure
2. Expect Carrabelle Area 9,000'- FL230. When ECHO MOA is used in conjunction, utilize 300' AGL - 8,000' MSL in ECHO MOA boundaries ONLY
3. Use 29.92 in the airspace. If station altimeter is below 29.92, the lowest altitude shall not be assigned.
4. SUBSONIC
5. Chaff/Flares authorized above 9,000' MSL
6. Flights MUST remain South of the N3011.0 Line
7. RAVEN N/S and RUSTIC may be assigned above the airspace.
8. "Carrabelle High" Utilizes the RUSTIC and RAVEN N/S ATCAA above: RAVEN N/S-FL240 - 600 and RUSTIC- FL240 - 300. RUSTIC may be restricted by Jacksonville Center and is not guaranteed.

Figure 2.6. COMPASS LAKE Area.



1. Fly a RIVER (RWY 14) or a MYERS (RWY 32) departure
2. 9,000' - FL 230. Use 29.92 in the airspace. If station altimeter is below 29.92, the lowest altitude shall not be assigned
3. SUBSONIC
4. Chaff/Flares authorized above 9,000'
5. Flights must remain East of W8450.0 and North of N3018.0
6. NAIL and RUSTIC ATCAAs may be assigned above Compass Lake

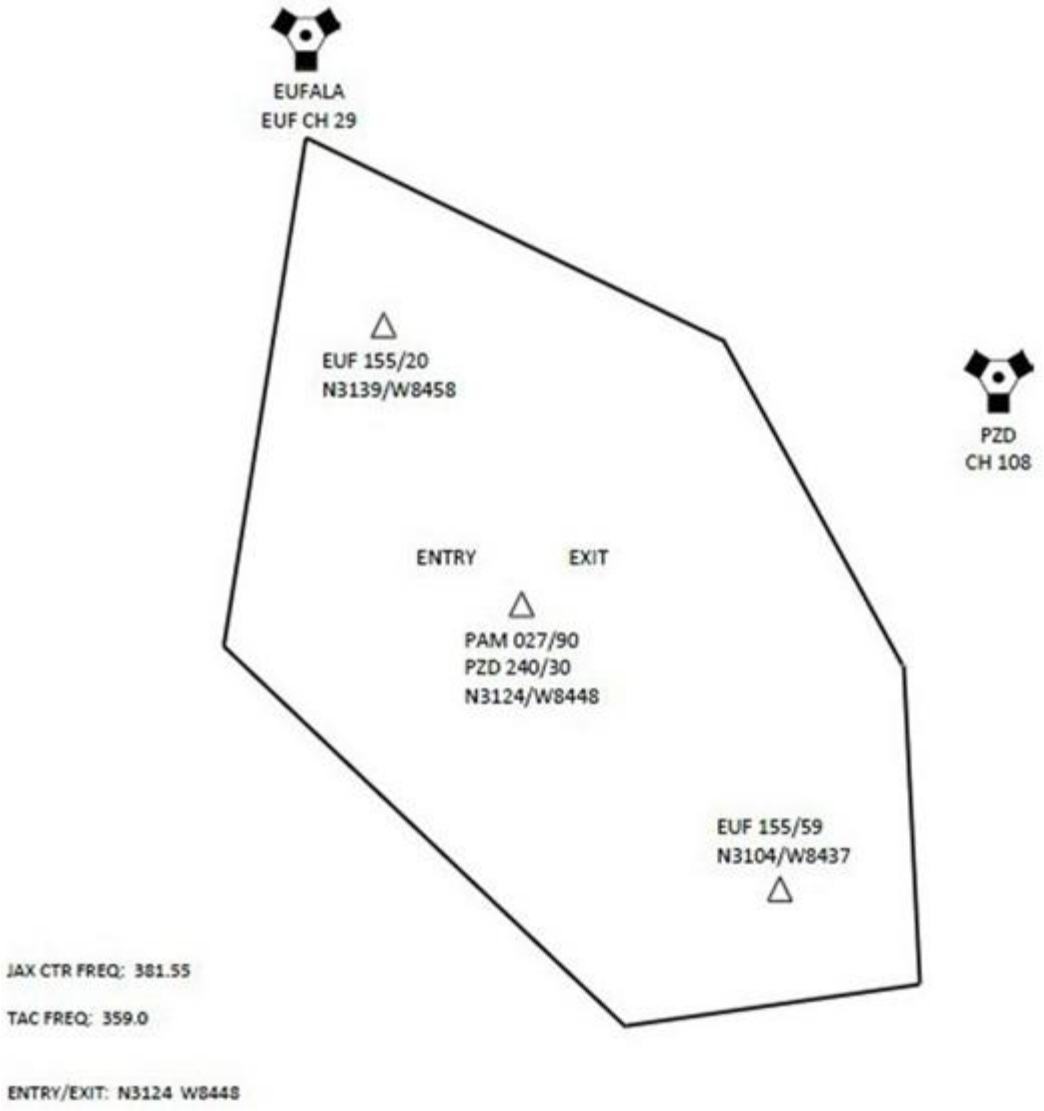
FREQUENCIES

CMN: 360.825 (MOA Monitor)
ACMI 9(B): 379.55
ACMI 10(R): 236.0

POINTS

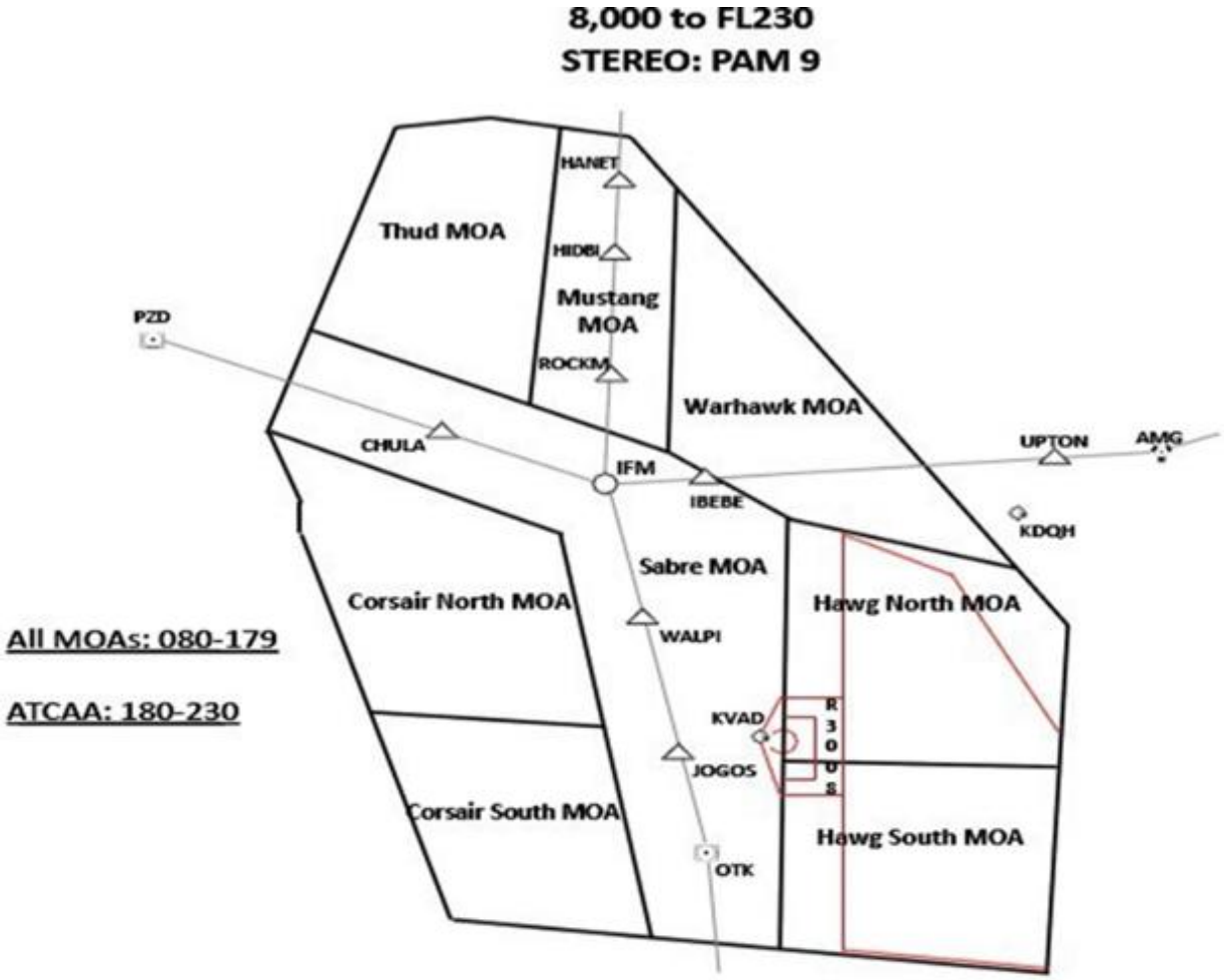
CENTER: N3032 W8521 PAM 022/30
WEST: N3038 W8535 PAM 359/34
EAST: N3026 W8505 PAM 049/34

Figure 2.7. MOODY 3 MOA/ATCAA.



1. Fly an RIVER Departure
2. Altitude 8,000'-FL230 or as assigned. If block encompasses airspace above and below FL180, set 29.92 altimeter setting.
3. When the station altimeter is below 29.92, the lowest published altitude shall not be assigned to mission.
4. SUBSONIC
5. Chaff (with the exception of R-196) and flares authorized.
6. Radio failure – while in the area, proceed from the filed exit point with appropriate squawk at EAC time at highest altitude in last assigned block to the designated IAF.

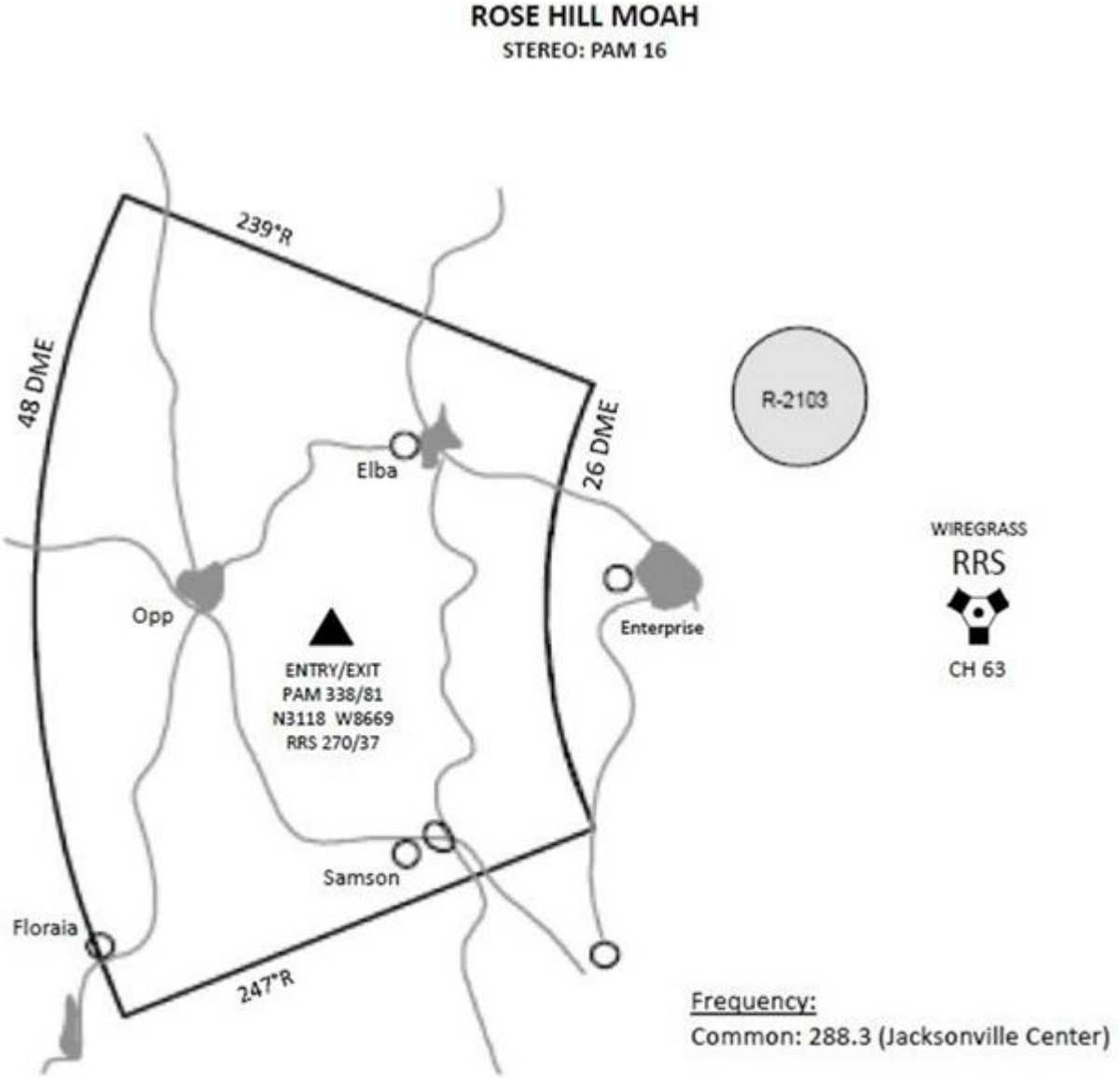
Figure 2.8. MOODY 1 MOA/ATCAA.



Thud Entry Point:
CHULA (VAD 325/50) 3137.0N 8348.2W VAD APP: 269.4 TAC Freq: 327.4
Warhawk Entry Point:
IBEBE (VAD 360/27) 3125.2N 8314.1W VAD APP: 269.4 TAC Freq: 350.1
Hog Entry Point:
NORTH (VAD 020/9) 3106.3N 8308.6W VAD APP: 269.4 TAC Freq: 310.825
310.825 SOUTH (VAD 169/12)
Corsair (SLUF) Entry Point:
YALMI (VAD 275/14) 3057.8N 8327.1W VAD APP: 269.4 TAC Freq: 310.825

1. Expect 8,000'-FL230. If local altimeter is below 29.92, expect 9,000'-FL230.
2. SUBSONIC.
3. Radio failure in the area: Depart the exit point at EAC time at highest altitude in the assigned block to the field IAF.
4. All aircraft participating in lights out operations shall monitor assigned frequency.
5. Chaff (with the exception of R-196) and Flares authorized.

Figure 2.9. Rose Hill MOA/ATCAA.



1. Fly a DEFUN Departure.
1. 8,000 – 23,000'. Set 29.92 if block is above FL 180.
2. When the station altimeter is below 29.92, the lowest published MOA altitude shall not be assigned.
3. Controlling agency is JAX Center. Airspace requirements: JAX radar must be operational and aircraft must have operational transponder. (DSN 434-3744)
4. SUBSONIC
5. Use of chaff and flares is prohibited
6. Request clearance at least 5 min prior to departure from area.
7. Radio failure: Depart at specified time. VFR, maintain VFR and land as soon as practical. IFR, by assigned route at highest altitutde or flight level assigned in last ATC clearance.

Figure 2.10. LIVE OAK MOA/ATCAA.

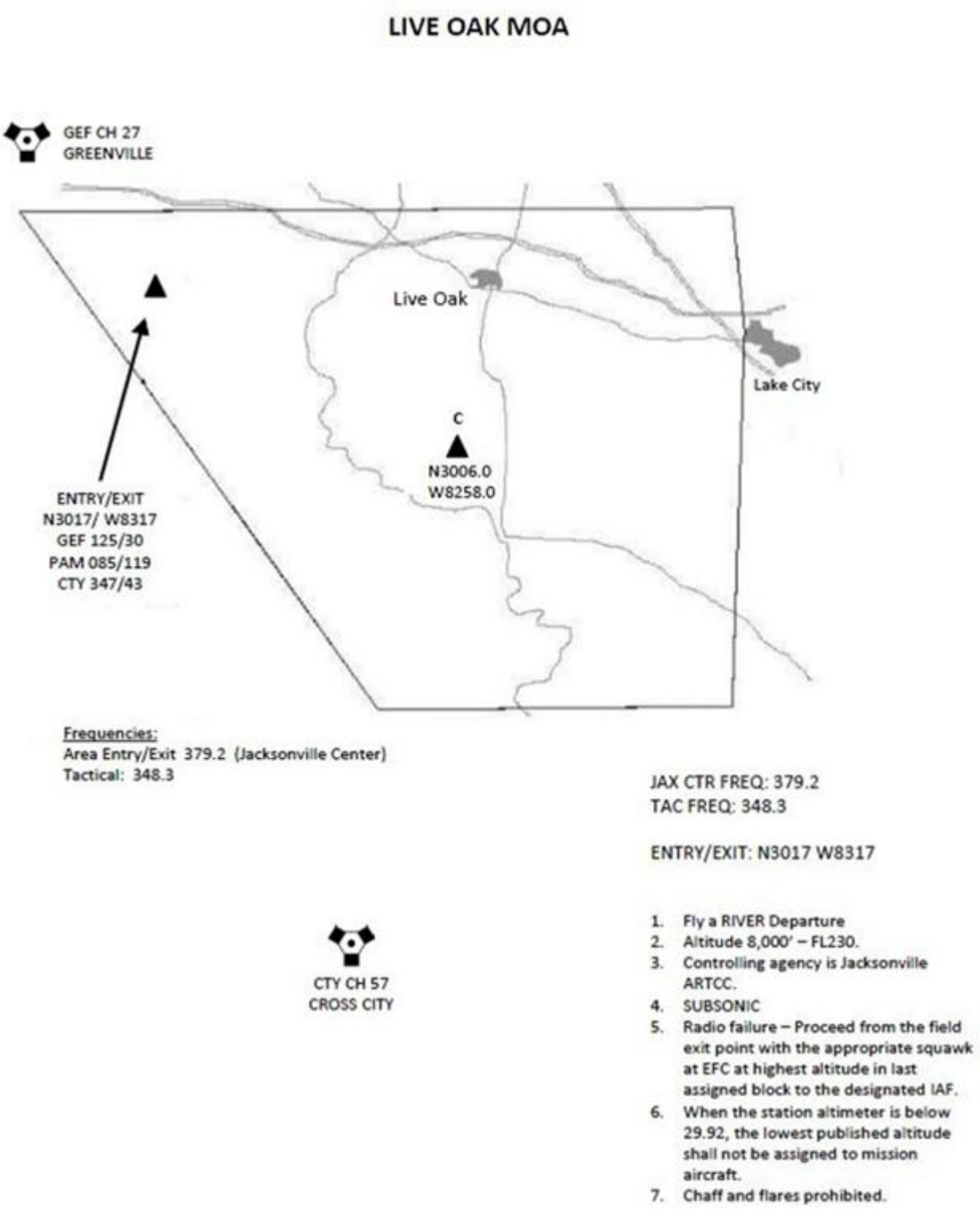
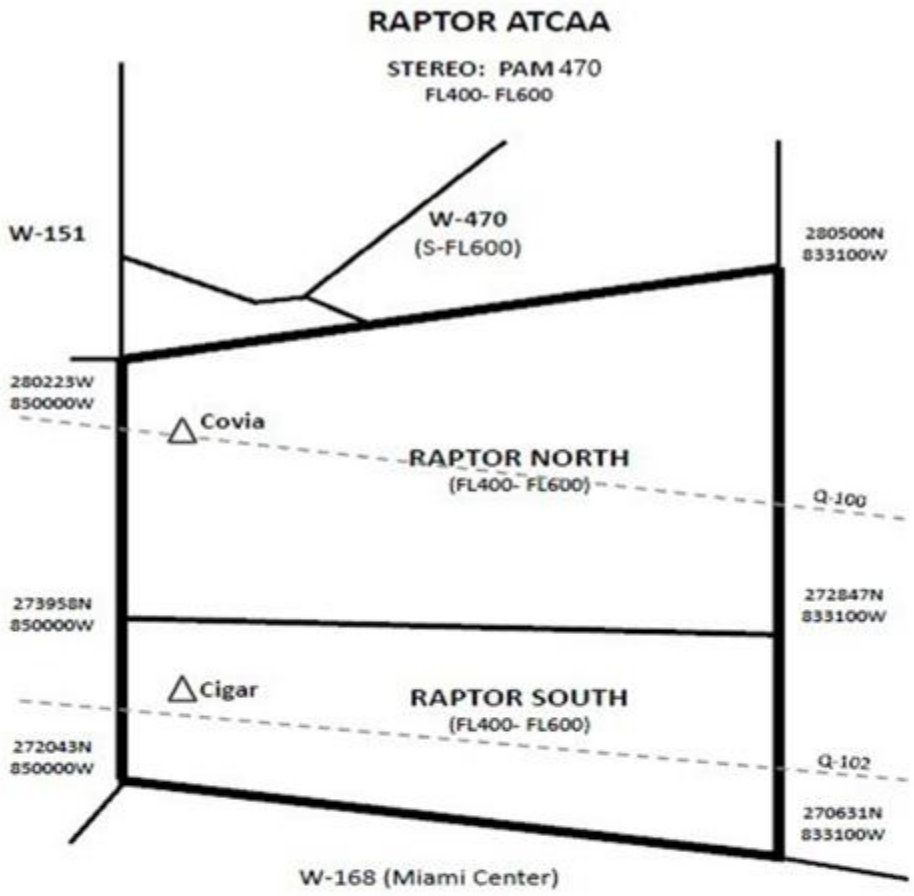


Figure 2.11. RAPTOR ATCAA.



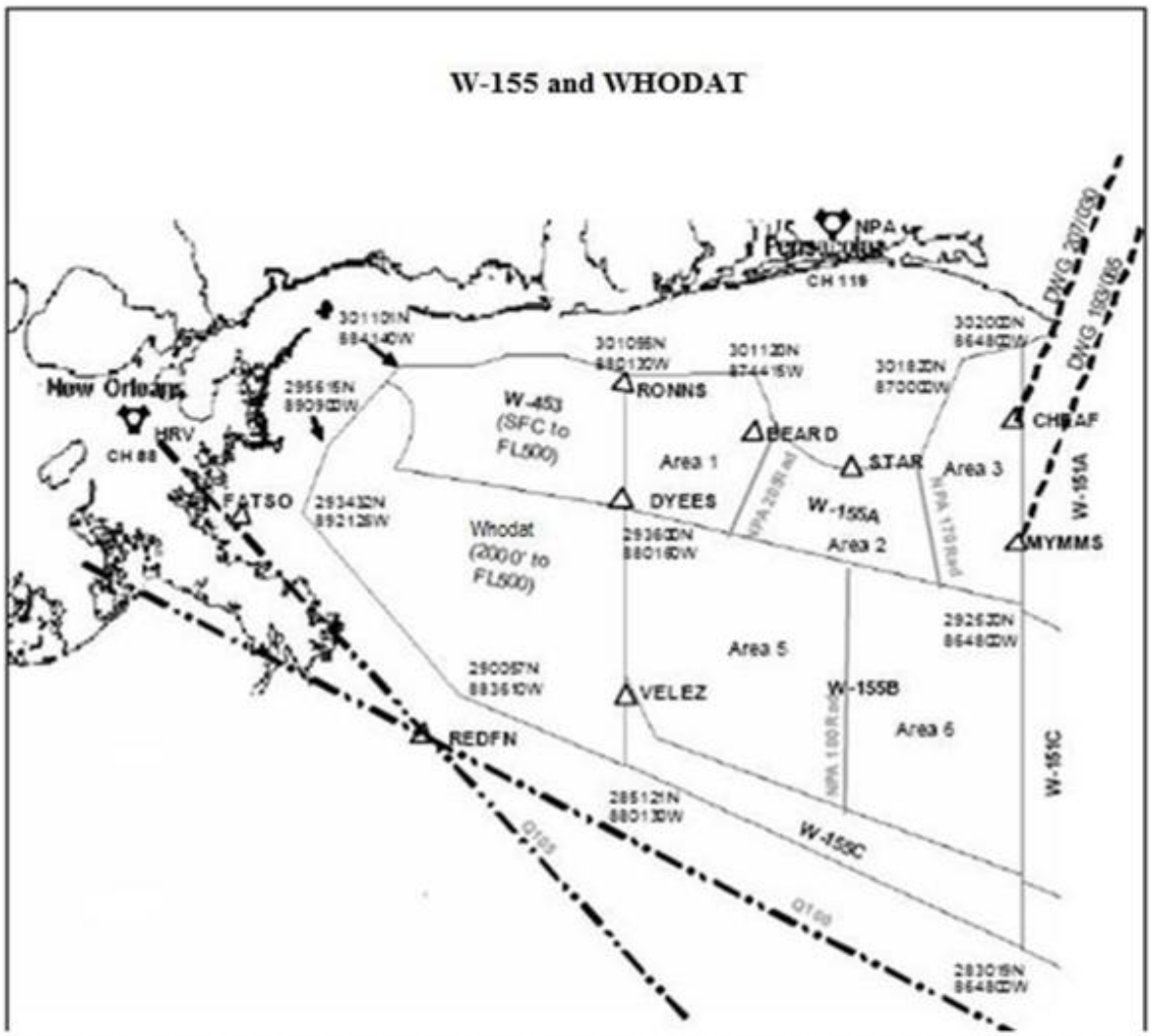
Common Reference Points:

COVIA: 2756N0844W
CIGAR: 2730N8447W

1. Procedures: Raptor ATCAA will always be used in conjunction with, at a minimum, the southern portion of the W470 complex. Release will include Raptor ATCAA and any restrictions.
2. Stereo PAM 470 with OYSTE/TROWT departure (runway dependent). Clearance will be OYSTE and/or TROWT then into W470 and include release of Raptor ATCAA.
3. Supersonic approved. Chaff and flares are not authorized.

NOT TO SCALE

Figure 2.12. W-155 and WHODAT (Not to Scale).



372.0 Seabreeze Departure Reference Points: BEARD: 2957.5N 8735.3W NPA 210/028
Frequencies:
317.675 Seabreeze Primary
382.0 Seabreeze Secondary
127.45 Seabreeze VHF
STAAR: 2951.5N 8719.5W NPA 180/030
ROZIE: 2855.0N 8708.5W NPA 160/028
MYMMS: 2925.5N 8648.0W NPA 153/063 DWG 193/065
CHEAF: 3002.0N 8647.0W NPA 124/034 DWG 207/030
RONNS: 3009.0N 8801.0W
VELEZ: 2900.0N 8801.0W
DYEES: 2936.0N 8801.0W
1. W-155- SFC-FL500 or as assigned.
2. WHODAT- 2000' to FL500 (includes W-453)

Figure 2.13. Tyndall Low Level Area (LLA).

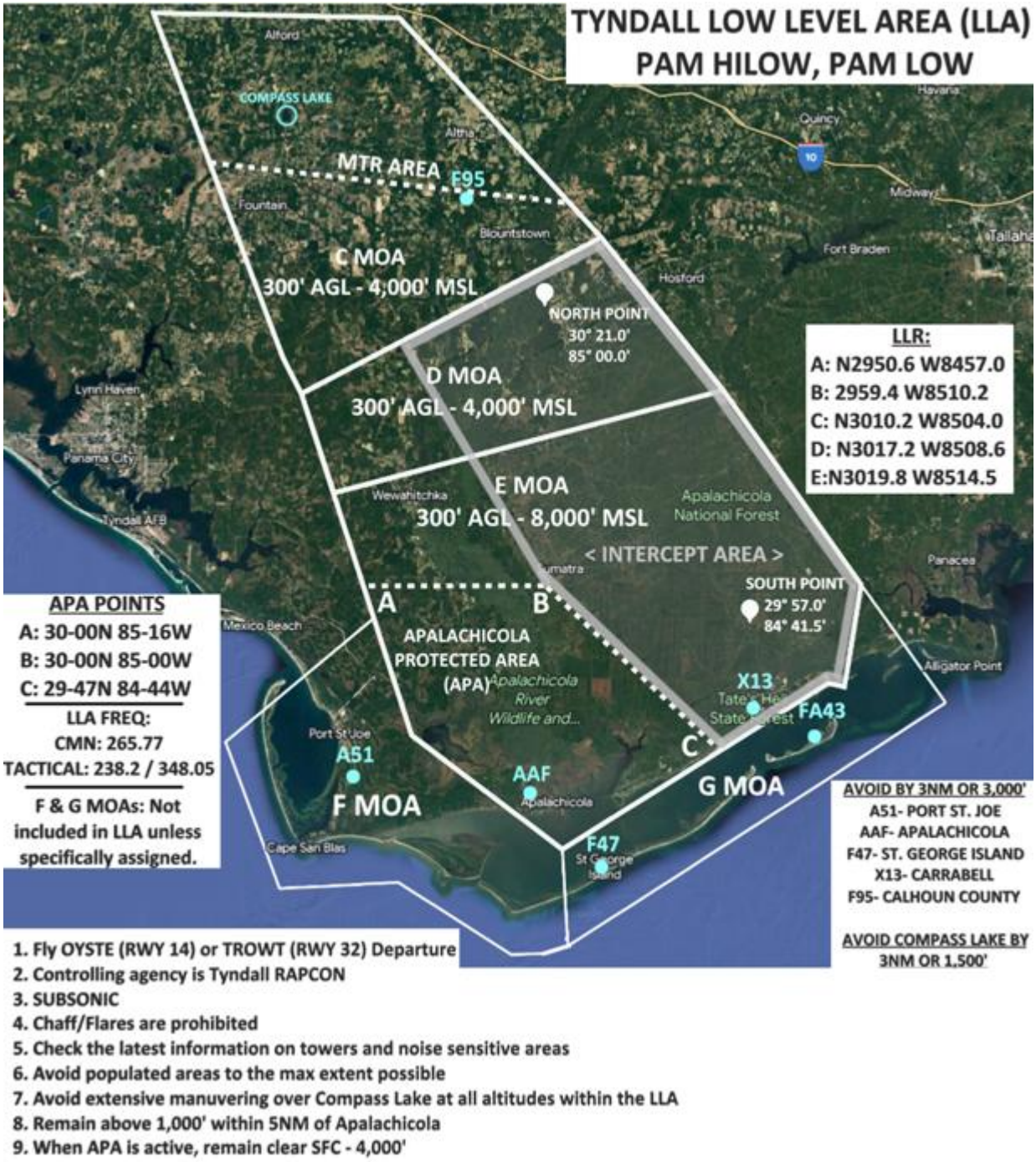


Figure 2.14. R2905 A/B and Drone Protection Zone.

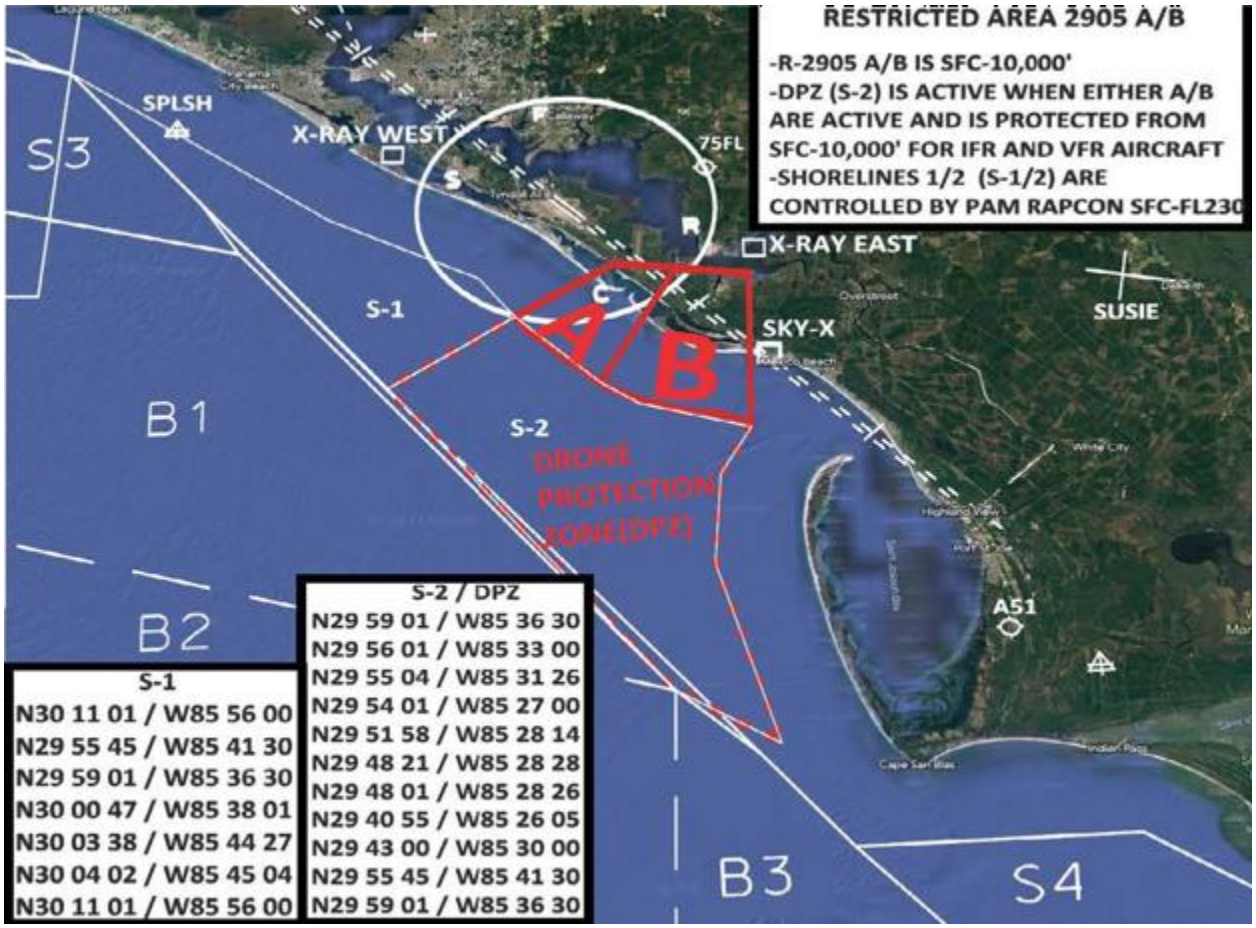


Figure 2.15. GRASI Airspace.

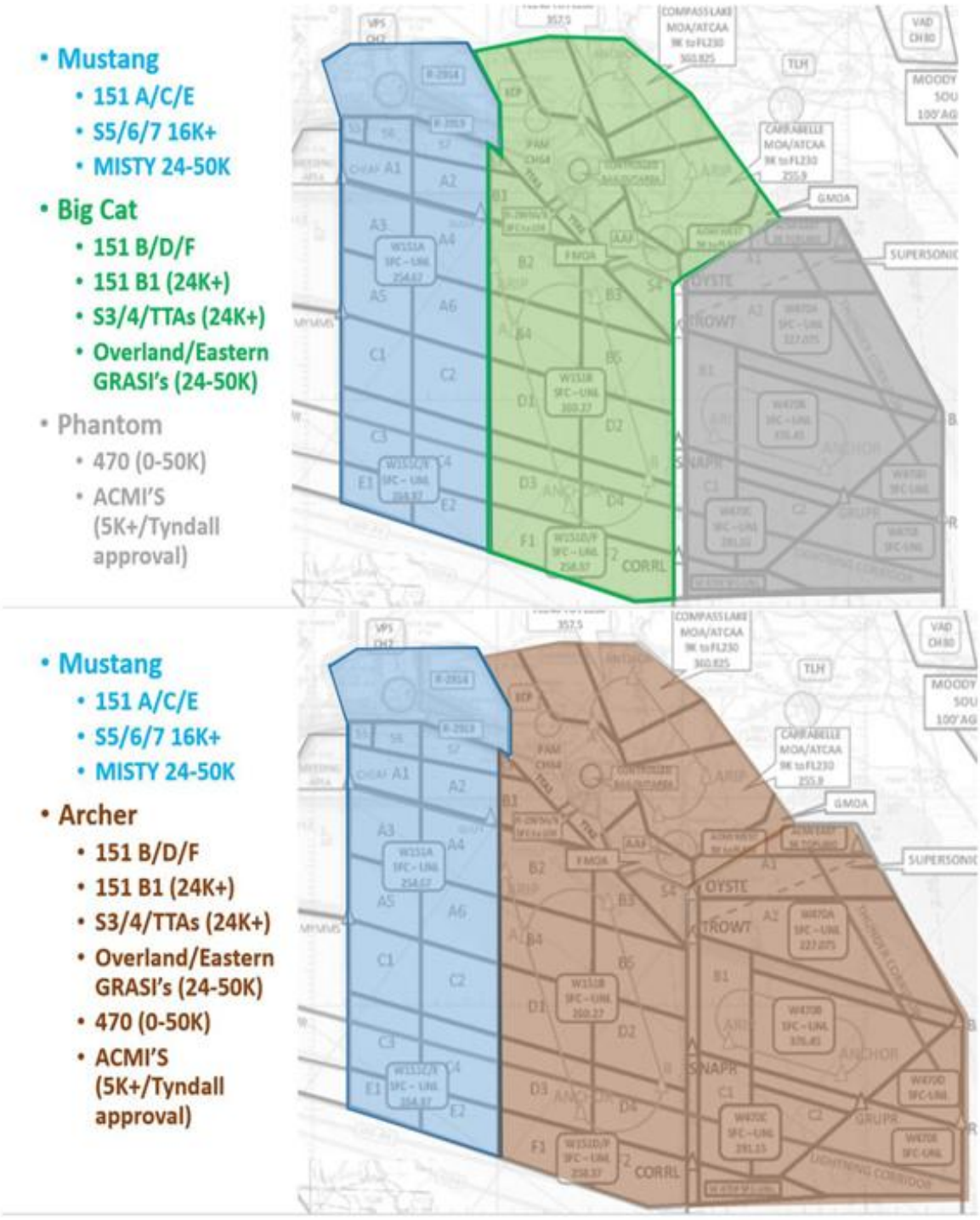


Figure 2.16. GRASI Airspace.

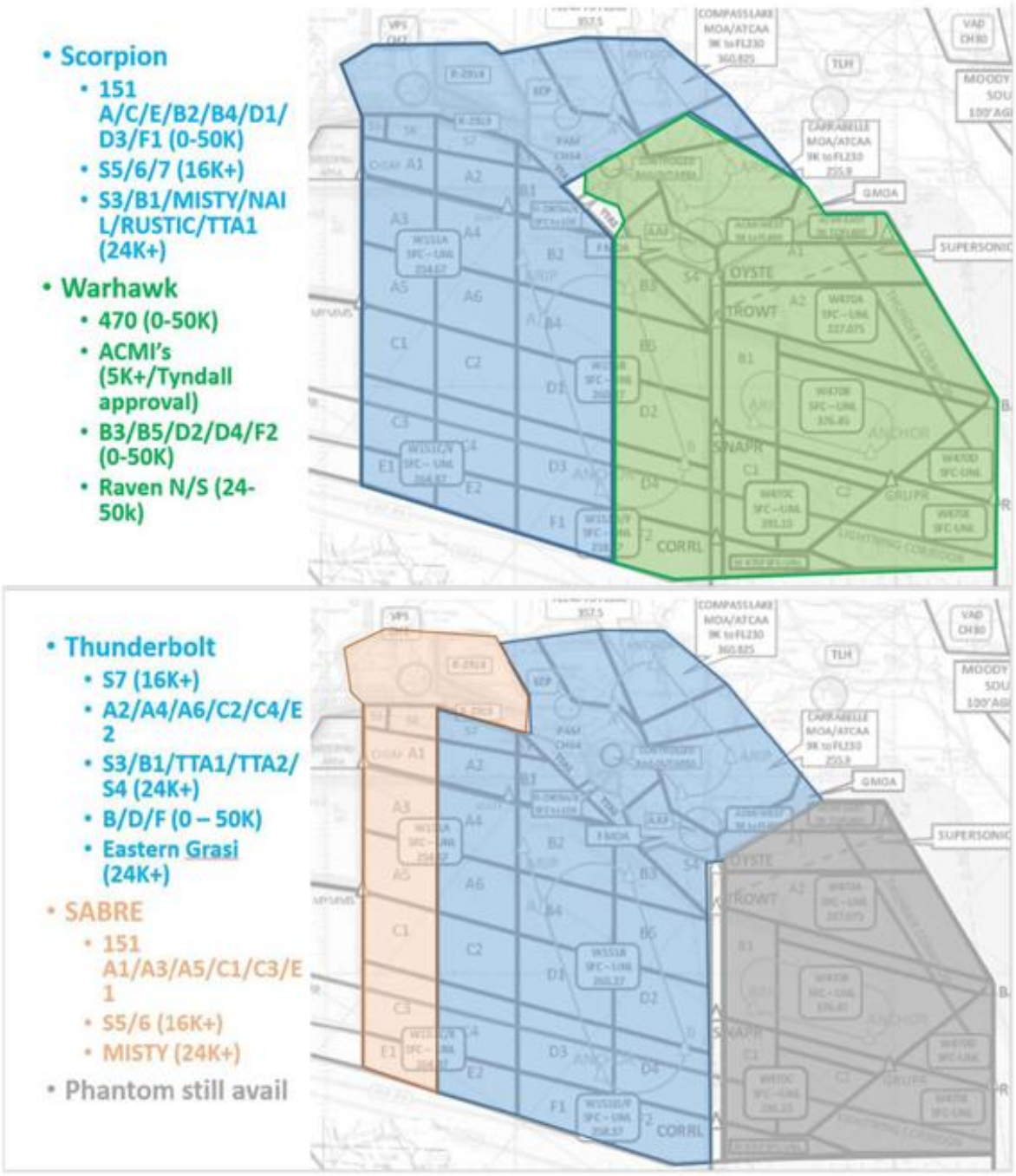


Figure 2.17. GRASI Airspace.

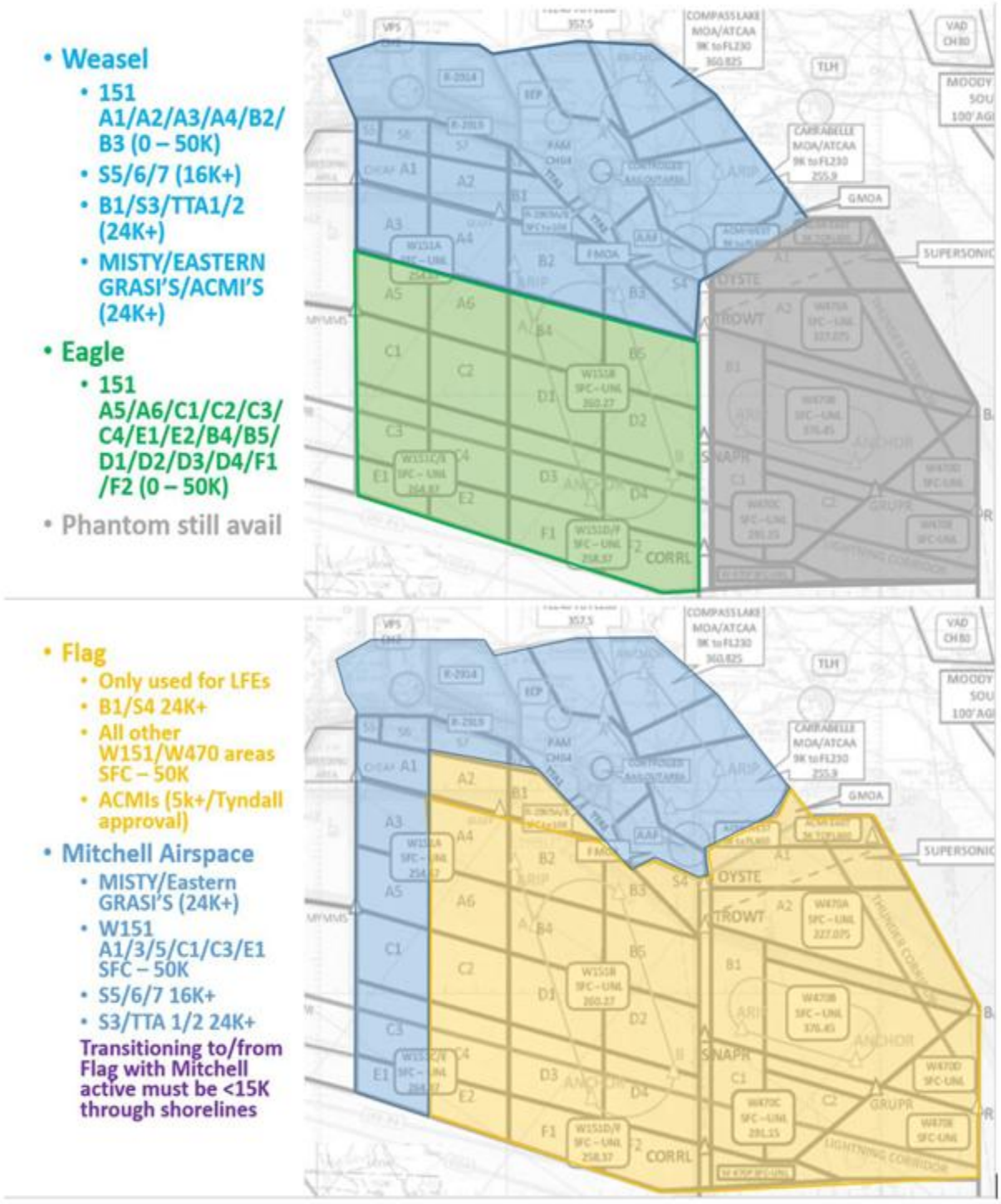
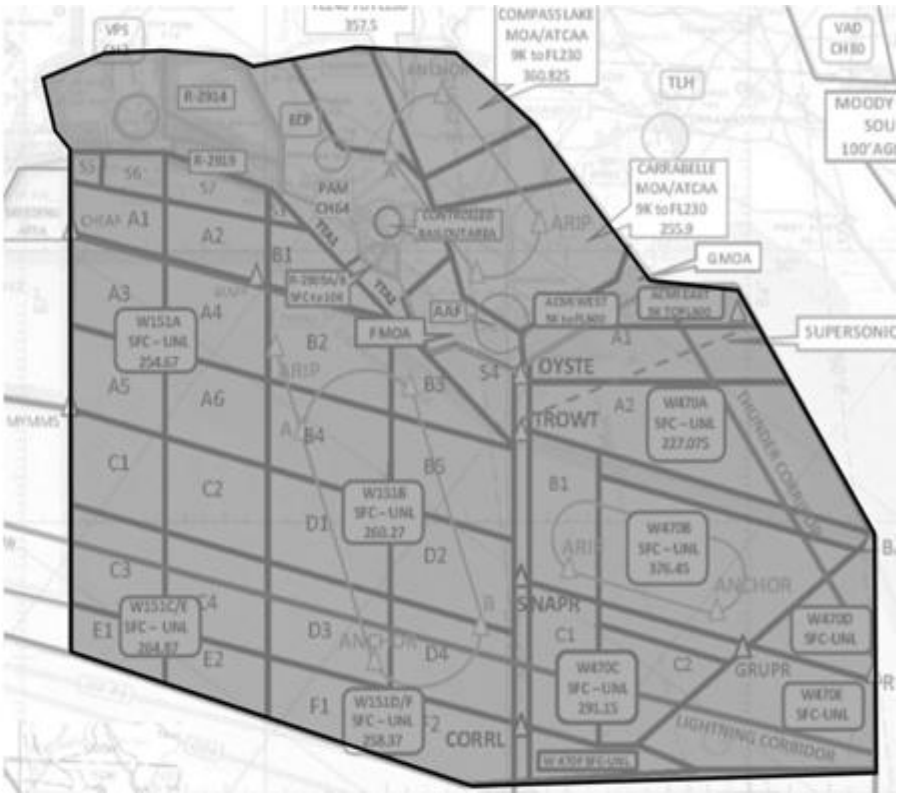


Figure 2.18. GRASI Airspace.

- The World
  - SL5/6/7 16K+
  - S3/4/TTAs (24K+)
  - ACMI 5K+/Tyndall approval
  - MISTY 24K+
  - GRASI 24K+
- Only to be used during WSEP, Skull wars, or other LFE's
- Will normally not be used as a scheduled sector (exceptions for select missions). Must be coordinated with 96 OSS 2 months in advance



Chapter 3

VFR PROCEDURES

3.1. Weather Minimums. The Tower, in coordination with the SOF, may restrict the VFR traffic patterns as needed to maintain positive control of aircraft due to ceiling and visibility criteria. When the VFR pattern is closed, Tower will notify RAPCON and place an advisory on the ATIS. Tower pattern weather minimums (ceiling and visibility) within the Class D airspace are 500ft above requested pattern and 3 SM visibility. Note: The Watch Supervisor or Controller in Charge has the final authority to determine the VFR traffic pattern status.

3.2. VFR Traffic Patterns: (Figures 3.1-3.3).

3.2.1. Day VFR Traffic Pattern Procedures/Standard Radio Calls.

3.2.1.1. Tower inside downwind pattern:

3.2.1.1.1. Fighter-type aircraft: 1,600 feet MSL

3.2.1.1.2. Turbo-prop/turbo-jet/light aircraft: 1,100 feet MSL

3.2.1.1.3. Helicopters: 600 feet MSL.

3.2.1.2. VFR "entry" points refer to X-Ray West, X-Ray East, and Sky-Ten.

3.2.1.3. VFR "reporting/re-entry" points are Ranch, Crook, Parker, and Shell. Reporting points are normally associated with specific runways: Ranch-32R, Crook-32L, Parker-14L and Shell-14R.

3.2.1.4. Overhead patterns will not be flown after official civil twilight. The SOF will make an advisory call 5 minutes prior to closing the VFR traffic pattern.

3.2.2. VFR arrivals to initial:

3.2.2.1. Aircraft will enter Tyndall's VFR pattern for initial via VFR entry points (X-Ray West, X-Ray East or Sky-Ten). With Tower approval, entry to initial is authorized from Shell, Parker, Crook or Ranch. Cross all entry points at 2,100 feet MSL and 300 knots. State intentions.

3.2.2.2. Report 3-5 DME initial at 2,100 feet MSL. At 3 DME begin a descent to 1,600 feet MSL. Note: Low Initial at 1,600 MSL can be requested only when the ceiling is between 2,100 feet AGL and 2,599 feet AGL.

3.2.2.3. If planning/directed straight through initial, remain at/climb to 2,100 feet MSL, fly to departure end and proceed via crosswind and outside downwind to the VFR reporting point for the current runway. See **paragraph 3.2.5.3**.

3.2.3. VFR arrivals for straight-in: Aircraft will enter Tyndall's VFR pattern for straight-ins via VFR entry points (X-Ray West, X- Ray East or Sky-Ten). Cross entry points at 1,600 feet and 250 knots and state intentions.

3.2.4. Closed Traffic:

3.2.4.1. Fly closed patterns to the runway assigned. Request closed with intentions. If approved, pilot will initiate the crosswind turn at the departure end and climb to inside downwind at the appropriate pattern altitude for type aircraft IAW **para 3.2.1.1**.

3.2.4.2. Present position closed patterns are authorized to both runways.

3.2.5. Re-Entry:

3.2.5.1. Aircraft wishing or instructed to re-enter the VFR traffic pattern via the VFR entry/re-entry points shall state their intentions on the go. Pilots will turn crosswind at departure end and follow controller instructions.

3.2.5.2. Pilots wishing to re-enter with the intention to cross the extended centerline of the parallel runway must request and receive permission to do so from Tower.

3.2.5.3. Proceed to VFR entry/re-entry point at 2,100 feet MSL and 250 knots (if able).

3.2.6. Breakouts:

3.2.6.1. When breakout is desired/directed/necessary, start a climb to 2,600 feet MSL. After ensuring de-confliction from other aircraft in the pattern, turn toward the appropriate VFR reporting/re-entry point for the runway in use. State "(call sign), (location), breaking out (reason, if able)."

3.2.6.2. After the breakout maneuver, check for traffic and descend to 2,100 feet over the appropriate reporting/re-entry point and report Ranch/Shell/Crook and Parker, or as assigned.

3.2.6.3. Aircraft requesting to return to the IFR pattern will advise Tower of their intentions. Tower will coordinate with RAPCON and issue the aircraft climbout instructions and frequency to contact Approach.

3.2.7. Go-Around. If a Go-Around is directed/necessary after initiating the base turn, continue the turn in the same direction to fly over the runway assigned. Climb/descend to 1,000 feet MSL (or as Tower directs). If direct over-flight of the runway is unacceptable, advise ATC and request instruction.

3.2.8. Precautionary Flame Out (PFO)/Simulated Flame Out (SFO) Patterns. Note: Refer to **Attachment 6** LOA for Precautionary Flameout (PFO/SFO) Pattern Usage at Tyndall AFB FL

3.3. After Landing Rollout.

3.3.1. Aircraft will land on the centerline of the runway, and then move to the cold side of the runway to clear a passing lane for following aircraft that may encounter stopping difficulties.

3.3.2. Unless stopping distance is critical or the ability to stop is in question, pilots will roll over departure end arresting gear with brakes released to prevent damage to the cable and doughnuts.

3.3.3. Pilots may exit the runway at any taxiway available after they have achieved a safe taxi speed. If exiting prior to the end of the runway, pilots must notify Tower.

3.4. Hot Taxiway Procedures.

3.4.1. "Hot" runway crossings only apply to aircraft crossing Runway 14R/32L. Standard taxi phraseology will apply to Runway 14L/32R.

3.4.2. Aircraft landing on the outside runway will taxi clear and hold short of the inside runway until cleared to cross. Aircraft may make this request from Tower by calling "Hot Alpha/Bravo/Hotel" etc. (using the taxiway the aircraft is holding on).

3.4.3. When able, Tower will instruct aircraft to cross the inside runway by referring to the "hot" taxiway (e.g. "Hot (location), taxi across (Runway 32L/14R)."

3.4.4. Aircraft will acknowledge approval to cross with their call sign. If multiple aircraft are cleared to cross, each aircraft will acknowledge with call sign. If in a formation, the first aircraft may acknowledge the clearance to cross for the entire formation (e.g. "Raptor 01 crossing Runway 14R with three").

3.5. Taxi Back Procedures.

3.5.1. After clearing the inside runway, all aircraft will contact Ground Control for taxi instructions.

3.6. Special Procedures.

3.6.1. Helicopter operations will be conducted to the primary runways.

3.6.2. Functional Check Flights. 325 OSS/OSO will include Functional Check Flights in the daily flying schedule.

3.6.3. Parachute drops in the Tyndall Class D airspace will be coordinated and authorized through the 325 OSS/OSA. Requests must be submitted 30 days in advance to allow coordination, planning and support.

3.6.4. Carrier Breaks are not authorized.

3.7. Reduced Same Runway Separation (RSRS) Procedures.

3.7.1. RSRS is authorized at Tyndall AFB and may be applied to all similar aircraft, as specified in DAFMAN 13-204V3 ACC supplement.

3.7.2. All aircraft assigned to the 53 WEG, to include deployed WSEP aircraft, are authorized RSRS. The hosting unit is responsible for briefing temporary duty (TDY) pilots on RSRS procedures. Temporary duty (TDY) units that do not want to participate in RSRS will notify 325 OSS/OSA.

3.7.3. If RSRS is not desired, Tower should be notified when pilots report initial.

3.7.4. **Table 3.1.** shows the RSRS for "SIMILAR FIGHTER" aircraft (i.e., F-22 to F-22, QF-16 to F-16, F- 5 to T-38, F-18 to F-18, etc.).

Table 3.1. Reduced Same Runway Separation (RSRS).

	Lead Aircraft		
Trail Aircraft	**Full Stop**	**Touch & Go**	**Low Approach**
Full Stop	3,000’ or 6,000’ Behind a formation landing	3,000’	3,000’
Touch & Go	6,000* if Day, Dry, VFR	3,000’	3,000’
Low Approach	3,000’*	6,000’	3,000’
Night: 6,000’ is the minimum spacing for all similar night operations if the ATC can safely determine distances; otherwise, standard FAAO 7110.65 separation standards will apply**.**			
* Low Approach (LA) or Touch & Go (TG) behind Full Stop: For all situations involving LA or TG behind Full Stop, aircraft will not overfly on the runway. Responsibility for ensuring compliance rest with the pilots			
Note: Wet runways: Preceding Full Stop must be a minimum of 6,000 feet down the runway before succeeding Full Stop aircraft crosses the landing threshold.			

3.7.5. **Table 3.2.** shows the reduced runway separation rules for “DISSIMILAR FIGHTER” aircraft (i.e., any mix of different airframes, T-38 to F-22, F-1 Mirage etc.)

Table 3.2. Reduced Same Runway Separation for Dissimilar Fighter Aircraft.

	Lead Aircraft		
Trail Aircraft	**Full Stop**	**Touch & Go**	**Low Approach**
Full Stop	6,000’ or 8,000’ Behind a formation landing	6,000’	6,000’
Touch & Go	6,000* if Day, Dry, VFR	6,000’	6,000’
Low Approach	6,000’*	6,000’	3,000’
Night: 8,000’ is the minimum spacing for all dissimilar night operations if the ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.			
* Low Approach (LA) or Touch & Go (TG) behind Full Stop: For all situations involving LA or TG behind F Stop, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rest with the pilot.			
RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the flight.			
Note: Wet runways: Preceding Full Stop must be a minimum of 6,000 feet down the runway before succeeding Full Stop aircraft crosses the landing threshold.			

3.7.6. Reporting initial with DISSIMILAR aircraft is authorized. **Note:** RSRS is NOT authorized if: Emergency Aircraft is involved; Aircraft is cleared for Option or Stop & Go; Runway Condition Reading (RCR) is less than 12 or Braking Action is reported less than Good; any aircrew or controller determines that safety of flight may be jeopardized.

3.7.7. Tower controllers must be able to see the aircraft involved and determine distances by references to suitable nighttime landmarks when using RSRS during nighttime operations. Examples of suitable landmarks would be distance remaining markers and taxiway intersection lengths.

3.8. Intersection Departures.

3.8.1. Procedures outlined in FAAO 7110.65, Chapter 4, will be followed.

3.8.2. Pilots are responsible for determining if sufficient runway length is available to permit a safe departure and may use the entire runway or a different intersection if they advise the Control Tower of their intentions and receive an appropriate ATC clearance.

3.8.3. **Table 3.3.** Shows the runway remaining (in feet) for takeoff from the various intersections.

Table 3.3. Runway Remaining for Intersection Takeoff.

	Taxiway					
Runway	**B**	**C**	**D**	**E**	**F/G**	**H**
Runway 14R	NO	8247	6947	5747	4247	NO
Runway 14L	8300	N/A	7200	N/A	4600/6100	NO
Runway 32R	NO	N/A	2750	N/A	5350/3800	7900
Runway 32L	NO	NO	2900	4150	5600	8000

3.9. Opposite Direction Take-Offs and Landings.

3.9.1. When opposite direction traffic is requested, the following separation criteria will apply:

3.9.2. Arrival vs. Arrival. When an opposite direction arrival reaches a point 10 miles on final approach, arrivals shall not proceed closer than 10 miles on final until the first arrival crosses the landing threshold. VFR aircraft shall be restricted from base, low key or final to the same runway.

3.9.3. Arrival vs. Departure. When opposite direction arrival reaches a point 10 miles on final approach, the departure must be airborne and turning to avoid the reciprocal of the inbound flight track by 45 degrees or more.

3.9.4. Departure vs. Arrival. Opposite Direction departure shall not depart when an arriving aircraft has reached a point 10 miles on final; or entered VFR downwind, initial or out of high key to the same runway.

3.9.5. Tower is the final approval authority for opposite direction arrivals. RAPCON is the final approval authority for opposite direction departures.

3.10. Tactical Initial Procedures.

3.10.1. Procedures for execution of tactical initials are:

3.10.1.1. Flight leads will request tactical initial with approach control and when reporting the VFR entry point (X-Ray West, X-Ray East, or Sky Ten). Tower (with RAPCON concurrence) is the approval authority based on existing traffic. Flights will enter at the VFR entry point at 300-350 knots and 3100' until approved for Tactical Initial.

3.10.1.2. If tactical initial is approved, flights will call "tac initial" at the normal initial point and remain at 3100' until the break. In the break, aircraft will descend to 1600' in accordance with normal pattern procedures.

3.10.1.3. Flight leads will direct wingmen to 6000 feet (maximum) line abreast opposite of the break direction.

3.10.1.4. If tactical initial is not approved, flights will descend to 2100 feet, comply with procedures for normal initial, and rejoin to an appropriate formation.

3.10.1.5. Flights will not reenter for a tactical initial. If flights are sent straight through, they will rejoin.

3.10.1.6. Breaks will not be initiated beyond one-mile past departure end. If unable to break prior to this restriction, turn crosswind, rejoin and comply with para **3.2.6 or 3.2.7** as appropriate.

3.10.1.7. Tower will not change the runway tactical initial is flown to after tactical initial is approved; however, base turn may be flown to the opposite runway if directed.

3.11. Supervisor of Flying (SOF) Operating from the Tower.

3.11.1. Responsibilities:

3.11.1.1. The SOF will operate IAW AFI 11-418.

3.11.2. The WS/SC/controller in charge (CIC) will:

3.11.2.1. Provide the opening SOF with a pre-duty familiarization briefing.

3.11.2.2. Inform the SOF of facility outages, equipment problems and restrictions that could adversely affect the safe conduct of flying operations.

3.11.2.3. Report all SOF position outages to 325 OSS/OSAM (RAWS) and/or 325th Communications Squadron's Communications Focal Point.

3.11.2.4. Inform the SOF of any NOTAMs, Airfield Advisories or airfield changes posted during their shift. **Note:** In the absence of the SOF the WS will notify the home station squadron Top-3's of the above information.

3.12. Drone Runway (Droneway) Operations.

3.12.1. VFR Droneway Pattern:

3.12.1.1. Manned aircraft fly practice operations at or below 1,000 feet MSL. VFR pattern operations are flown IAW **Figure 3.4** local traffic should remain aware of the VFR Droneway Pattern at or below 1000 feet and potential conflict points on approach to Runway 32L/R, as well as departures from Runway 14L/R.

3.12.1.2. QF-16 aircraft conducting approaches to the Droneway are not on tower frequency. Tower will relay potential traffic conflicts to participating aircraft via the Droneway frequency (308.9) and Tower frequency (263.15) and ensure acknowledgement from aircraft, when appropriate.

3.12.1.3. All aircraft other than QF-16s not participating in drone activity that are flying patterns to the droneway will maintain at or below 1000 ft and remain on the tower frequency for traffic advisories only.

3.12.1.4. The droneway is not in sight from the tower and landing clearances will not be issued.

3.12.1.5. Only one operation is permitted at the droneway at a time.

3.12.2. The QF-16 is an F-16 that has been modified to serve as a remote-controlled FSAT. It may be flown as a manned FSAT under remote control using the ZOMBE call sign, or as an unmanned FSAT under remote control using the DRONE call sign. Manned FSAT missions may involve takeoffs and multiple approaches to the Droneway utilizing the VFR Droneway Pattern, but do not require activation of R-2905 A/B. Unmanned FSAT will normally have a QF-16 chase for a single takeoff and landing but will always involve activation of R-2905 A/B. See **Table 3.4**.

3.12.3. Aircraft may file IFR and VFR flight plans for departure from the Droneway (**Figure 3.4**.). All departures must be made VFR and remain VFR until radar identification by RAPCON and issued IFR clearance. VFR flights are authorized from the Droneway.

3.12.4. Drone Protection Zone (DPZ) is the airspace between R-2905 and W151 up to 10,000 feet and is intended to separate aircraft from departing or arriving drones. The DPZ will be activated for drone departures and arrivals until safe separation exists. The DPZ was created to promote safe aircraft/drone separation and is intended to separate aircraft until a departing or arriving drone clear of Shoreline 2 airspace (**Figure 2.14**.).

3.12.4.1. RAPCON will separate IFR aircraft from drone operations and provide suggested headings to VFR aircraft to remain clear of the DPZ.

3.12.4.2. Tyndall assigned or participating aircraft will avoid R-2905 and the DPZ when active and follow controller instructions to the maximum extent possible to ensure safe arrivals and departures and ensure de-confliction from drone operations. **Note:** The airspace south of R-2905, known as Shoreline 1 & 2 is part of Warning Area 151 (W-151), as defined in FAA Flight Information Procedures and Department of Defense publication AP1-B. However, Shoreline 1 & 2 are delegated to Tyndall RAPCON SFC-FL 230 to provide approach control services as defined in the Eglin and Tyndall Special Use Airspace Coordination and Operations letter of agreement, **paragraph 5**d(9), and **Attachment 3**. Without this provision Tyndall RAPCON would be unable to conduct control services for the Tyndall AFB's south radar pattern. The DPZ is located inside Shoreline 2 and W-151. Shoreline 2 will be activated from the surface up to 10,000 feet or as needed to protect drone operations from non-participating aircraft.

3.12.5. Maintenance crews are required to complete a walk around the aircraft prior to tow operations to ensure all equipment has proper wingtip clearance.

3.12.6. Proper wing tip clearance must be maintained for towing operations on the Drone Towway and ramp

3.12.7. Towing operations from the Drone Runway to Tyndall's main airfield requires maintenance crew ensuring the aircraft remains on the centerline.

3.12.8. Tower must:

3.12.8.1. Advise local traffic and update the ATIS with the broadcast, "VFR DRONEWAY PATTERN OPERATIONS IN PROGRESS AT OR BELOW 1,000 FEET."

3.12.8.2. To the extent possible, based on frequency congestion generated by non-ATC instructions, monitor the appropriate UHF 308.9 for the VFR Droneway Pattern.

3.12.8.3. Provide traffic advisories, workload permitting, to aircraft in the drone pattern. **Note:** When the Tower radar display is inoperative, the ability to provide traffic advisories is extremely limited.

3.12.8.4. During QF-16 landing operations, Tower controllers will cease radio transmissions on UHF 308.9 for at least 30 seconds when drone controllers call "Short Final."

3.12.9. When VFR pattern operations are in progress from the Droneway, the following main runway traffic procedures apply:

3.12.9.1. Runway 14 Active.

3.12.9.1.1. Departures – Pilots will use caution and climb as expeditiously as possible to avoid QF-16 aircraft operating between the surface and 1,000 feet MSL.

3.12.9.1.2. Arrivals - VFR traffic to Runway 14 may continue with an immediate closed pattern, right or left turn out at the end of the runway. Pilots will use caution as described above.

3.12.9.2. Runway 32 Active.

3.12.9.2.1. Departures - Normal.

3.12.9.2.2. Arrivals – Runway 32R/L traffic will be normal. Tower will approve no-flap/extended patterns on a traffic-permitting basis. **CAUTION:** IFR and VFR straight-in traffic on 3NM final approach (698 feet MSL) to Runway 32L/R are in close proximity to the VFR Pattern traffic at 500 feet AGL above the Droneway. Both VFR Droneway Pattern traffic and the IFR/VFR final traffic must comply with see-and-avoid concepts and climb/descend/maneuver as required to ensure de-confliction. When Tower patterns are closed, QF-16 pilots must use caution for aircraft on instrument approach, as time may be limited for instrument meteorological conditions (IMC) aircraft to gain SA on VFR traffic after breaking out of the weather.

3.13. Unmanned Full-Scale Aerial Targets (FSAT) Operations.

3.13.1. Boat Report. Approximately ten (10) minutes before a Full Scale Drone is launched, a chase aircraft will takeoff VFR from the main base and fly at or below 500 feet, southbound over the Droneway. R2905A/B will not yet be activated. The chase then flies feet wet at 1,000 feet along the extended centerline south of the Droneway for 7 - 10 miles. After conducting the boat report, the chase aircraft will turn back over land at 1,000 feet and hold in the vicinity of X-Ray East until R2905A/B is activated and the drone is launched.

3.13.2. Unmanned FSAT flights will launch from Drone Runway 19 and recover on Drone Runway 01. Chase aircraft will orbit over X-Ray East at 1,000 feet AGL until making its run-in to pick up the unmanned, full-scale Drone. QF-16 chase pilots fly the FSAT pick-up pattern IAW **Figure 3.3**. 325FW traffic should remain aware of QF-16s flying the FSAT pick-up pattern, and potential conflict points on approach to Runway 32L/R, as well as departures from 14L/R.

3.13.3. R-2905A/B will be hot for all unmanned FSAT launches and recoveries. R-2905A/B provides airspace for FSAT loss of carrier routine from short final approach to Drone Runway 01. If loss of carrier occurs, the drone is programmed to accelerate straight ahead for 12 seconds, then turn right in a 350 knot climb, and fly to a programmed altitude and orbit point over the water. If range safety has not already destroyed the drone, it will destruct after holding for six minutes.

3.13.4. When R-2905A/B are hot for FSAT launch, Tower will:

3.13.4.1. Acknowledge the Chase's "One Minute" call and then cease all transmission on 308.9.

3.13.4.2. Provide traffic advisories, workload permitting, to QF-16s in the FSAT pick-up pattern on UHF 308.9

3.13.4.3. Advise local VFR traffic entering X-Ray East/Ranch of QF-16 traffic with a broadcast, "**QF-16 INBOUND FROM X-RAY EAST FOR FULL-SCALE PICK-UP**."

3.14. Sub-Scale Aerial Targets (SSAT) Operations.

3.14.1. R-2905A will be activated whenever the sub-scale drones are launched. R2905B will be activated whenever the sub-scale drones are recovered.

3.14.2. Test SSAT and special mission profiles occasionally require a QF-16 chase. In these cases, chase aircraft will orbit and fly the SSAT pick-up pattern IAW **Figure 3.4**. This places the QF-16 approximately 1/2 to 1NM west of the Droneway. 325 FW traffic should remain aware of QF-16s flying the SSAT pick-up pattern and potential conflict points on approach to Runway 32L/R, as well as departures from Runway14L/R. The SSAT pick-up pattern is time sensitive coordination between the controllers and the chase aircraft. This requires "Three minutes, Two minutes, One minute and 10 seconds" countdowns. Traffic pattern conflicts will significantly delay SSAT launch sequencing.

3.14.3. When R-2905A is hot for SSAT launch which requires a QF-16 chase, Tower will:

3.14.3.1. Provide traffic advisories, workload permitting, to QF-16s in the SSAT pick-up pattern on UHF 308.9.

3.14.3.2. Advise local VFR traffic entering X-Ray East/Ranch of QF-16 traffic with a broadcast, "**QF-16 INBOUND FROM X-RAY EAST FOR SUBSCALE PICK-UP**."

3.14.3.3. Acknowledge the SSAT Controller's "One minute" call and cease all transmission on 308.9.

3.15. 2905A/B Active Procedures.

3.15.1. R2905A/B active procedures are designed to prevent collision between 325 FW aircraft, manned QF-16 aircraft, and drone aircraft. Remaining outside the restricted area does not ensure de-confliction from manned QF-16 aircraft in the drone pick-up pattern (Figure **3.3 and 3.4**.). Use the following procedures to ensure de-confliction.

3.15.2. Tower shall broadcast an advisory for activation of R2905A/B on all frequencies, excluding Guard (243.0).

3.15.3. To avoid R2905, if at 10,000 feet or below, remain clear of the area bounded by PAM TACAN 120-195 radials, 3-12 DME.

Table 3.4. R2905A/B Operations.

OPERATION	2905A Active	2905 Active	Chase/Pick Up Required
Full-Scale Launch	YES	YES	YES
Full-Scale Recovery	YES	YES	DESIRED
Sub-Scale Launch	YES	NO	Sometimes
Sub-Scale Recovery	NO	YES	NO
Note: QF-16 chase is required on some subscale launches designed as subscale development/test sorties. **Note:** The same procedures apply above, regardless of whether the aircraft is manned or unmanned.			

3.15.4. Runway 14 Active.

3.15.4.1. Departures – IFR departures suspended. VFR departures may be continued. Tower will issue an advisory to remain clear of R2905A/B and provide a traffic advisory on the last known position of the QF16 drone chase aircraft. Note: Pilots will use caution and climb as expeditiously as possible to avoid the QF-16 chase aircraft operating north and outside of the restricted area in the pick-up pattern between 500 feet and 1000 feet MSL (**Figures 3.2. and 3.3**).

3.15.4.2. Arrivals during full-scale drone operations. VFR traffic to Runway 14 may continue with an immediate closed pattern, right or left out at the end of the runway as approved by Tyndall Tower.

3.15.4.3. Arrivals during subscale drone operations. Low approaches and touch-and-go landings may be made with closed patterns and crosswind turns prior to 2 DME. EXCEPTION: During subscale launches that require a QF-16 chase aircraft, traffic will follow restrictions in paragraph.

3.15.4.4. IFR arrivals to Runway 14 are authorized to a full stop or to VFR Tower pattern only during both full-scale and sub-scale operations. A missed approach due to an unplanned go- around will be issued alternate climb out instruction as follow: “AT DEPARTURE END, TURN LEFT HEADING 040, CLIMB AND MAINTAIN 3,000 FEET” or as instructed by ATC. Note: It has been determined that in the event of an un-planned missed approach, safety can be achieved by utilizing the alternate missed approach instructions listed in **paragraph 3.15.4.4**.

3.15.5. Runway 32 Active.

3.15.5.1. Southeast bound departures expect radar vectors to en-route fix. Runway 32R will be used to the maximum extent possible. Aircraft on inside downwind must turn base prior to 2 miles past approach end to avoid R2905A/B.

3.15.5.2. IFR arrivals and VFR straight-ins suspended. VFR arrivals to initial are permitted at X- Ray East/Ranch with strict adherence to published ground tracks. Note: Pilots will use caution not to extend their base turns to Runway 32L/R to avoid becoming a conflict with the pick-up pattern (Figures **3.2 and 3.3**.).

3.15.5.3. The SOF will coordinate with the Drone Mission Commander, Tower and RAPCON for short delays to 2905A/B activation to complete required 325 FW training. The WEG will accommodate delays to the max extent possible. When R2905A/B activation delays become unacceptable, drone operations will have priority over completing training. Once 2905A/B is activated, if drone launches/recoveries are delayed, the WEG will return 2905A/B to RAPCON to accommodate awaiting 325 FW training until drone delays are resolved. Note: 2905A/B must be activated NLT a 15 NM drone final to Drone Runway 01 to avoid hindering drone operations.

3.16. Combat Banner Operations.

3.16.1. The United States Air Force has implemented a towed banner program labeled COMBAT BANNER at TAFB. The banner is white and red/orange mesh netting (8'x40') towed approximately 2,000 feet behind the aircraft. During tow operations, the aircraft and banner will fly approximately 230 knots.

3.16.2. Banner Launch Operations. Runway 14L/32R will be the primary banner launch runway, although the SOF can coordinate with Tower, AM, and Barrier Maintenance if Runway 14R/32L is preferred. Runway 14L/32R will be suspended approximately thirty (30) minutes to accommodate banner launch operations. Prior to this suspension, a blanket call will be made on Guard informing all aircraft that Tyndall will be single runway operations. The banner tow pilot may also require barrier maintenance to de-rig the departure end BAK-12 if mission circumstances necessitate. The normal configuration for the approach end BAK-12 is de-rigged. The tow aircraft will taxi into position and the maintenance team will roll out and connect the banner. Due to the potential for damage to the banner tow cable bridle and the runway lighting, the maintenance team will ensure that the banner is not laid over or near the approach end barrier netting, BAK-15, or runway lighting.

3.16.3. After the tow aircraft launches, barrier maintenance crews will re-rig the 14L/32R departure end BAK-12 as required. The approach end BAK-12 will remain de-rigged unless NOTAM'd otherwise. Following a FOD check by AM, Tower will broadcast on Guard that dual runway operations are resumed.

3.16.4. In cases where the inside runway (14R/32L) is used: Banner Launch Operations on Runway 32L should be positioned so that aircraft may taxi across Runway 32L at taxiway Hotel. If taxi clearance is a concern, aircraft should hold their position and contact the SOF to resolve the conflict. Banner Launch Operations on Runway 14R will block taxiways Alpha and Bravo; other taxiways are available for crossing. Tower has authority to taxi aircraft across the inside runway during launch preparation using other taxiways as required.

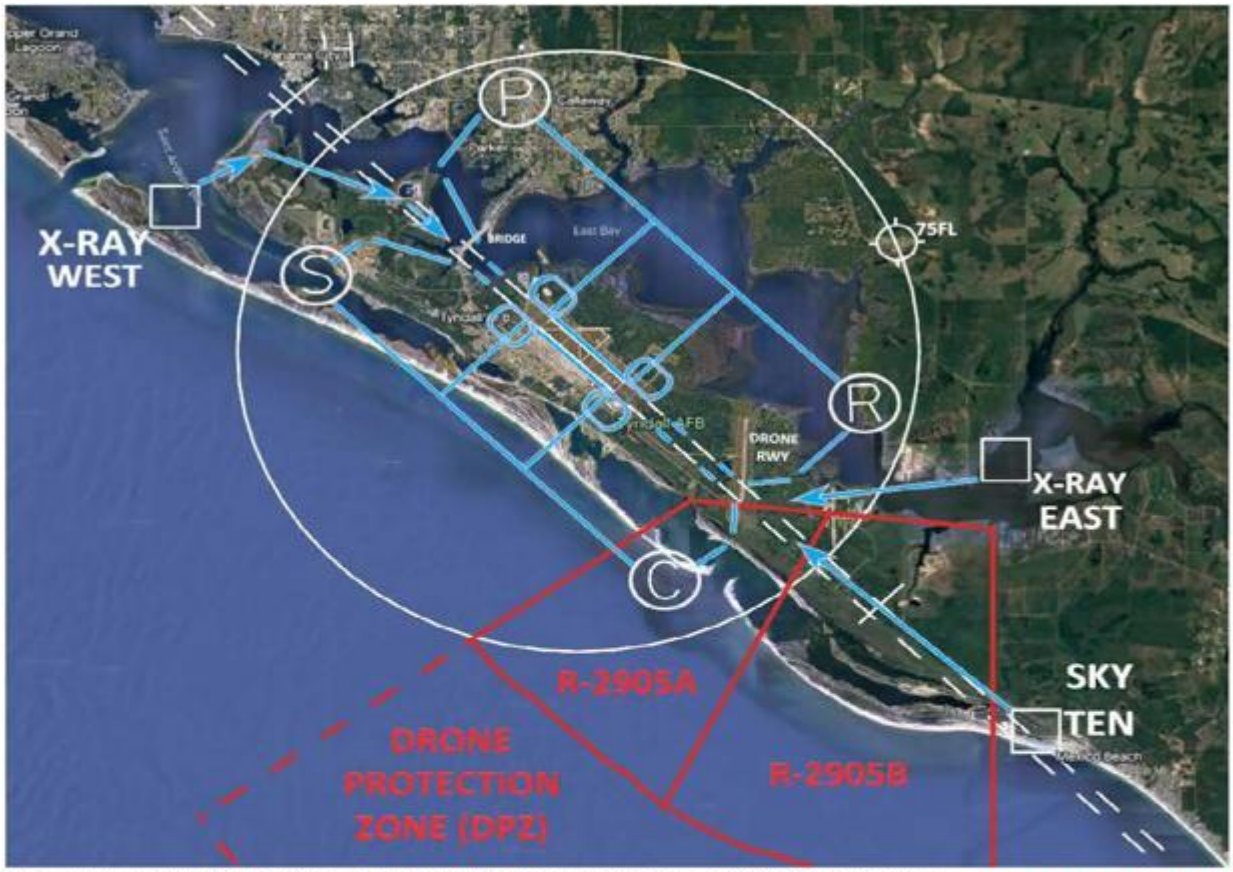
3.16.5. Banner Recovery Operations. The tow aircraft will drop the banner in the primary Banner Drop Zone, a cleared area east of the Silver Flag Runway in R2905B, regardless of active runway. After banner release, the tow aircraft will transition to normal pattern procedures for the active runway. Tower should anticipate the banner tow aircraft to be minimum fuel state if any delay is experienced during banner recovery.

3.16.6. The alternate Banner Drop Zone is located on the extended centerline of 14R between Juliet taxiway and ammo dump road (See **Figure 1.7**.). Prior to the tow aircraft calling "initial," all aircraft in the Tower pattern can expect instructions to carry straight through initial until the banner release has occurred. After banner release, the tow aircraft will land normally.

3.16.7. Responsibilities for banner drop are: Tow aircraft contacts SOF (373.65), ACES Ops (384.7), and Target Ops (256.05) 15 minutes prior to arrival. Target Ops will notify banner team the tow aircraft is 15 minutes out. Banner team will clear the drop zone and keep personnel out of the area (sub-scale recovery area). Tow aircraft avoids populated areas, enters pattern via Crooked Sound, and turns eastbound to drop banner in drop zone.

3.16.8. The SOF and Tower Supervisor will ensure ATIS accurately reflects when COMBAT BANNER operations are in effect and the current runway configuration. Additionally, the SOF will inform Top-3 when COMBAT BANNER operations are anticipated and when they go into effect. Top-3 will include COMBAT BANNER considerations during the pilot step briefing.

Figure 3.1. Day VFR Traffic Pattern (Not to scale).



PATTERN: "INITIAL" 3-5 NM, 2,100' UNTIL 3 DME THEN DESCEND TO 1,600'
STRAIGHT-IN/FIGHTER PATTERN ALT: 1,600' OVERHEAD: 2,100'
BREAKOUT: 2,600' TACTICAL INITIAL: 3,100' (DESCEND TO 1,600' IN BREAK)

R-2905/DPZ
SFC-10,000'

VFR ENTRY POINTS			VFR (RE-ENTRY) POINTS			
SKY TEN	X-RAY EAST	X-RAY WEST	(R) RANCH	(C) CROOK	(P) PARKER	(S) SHELL
135/10	110/7	290/7	105/4.5	165/4.5	345/4.5	285/4.5
RWY 32	RWY 32	RWY 14	RWY 32R	RWY 32L	RWY 14L	RWY 14R

Figure 3.2. VFR Droneway Pattern (Not to Scale).

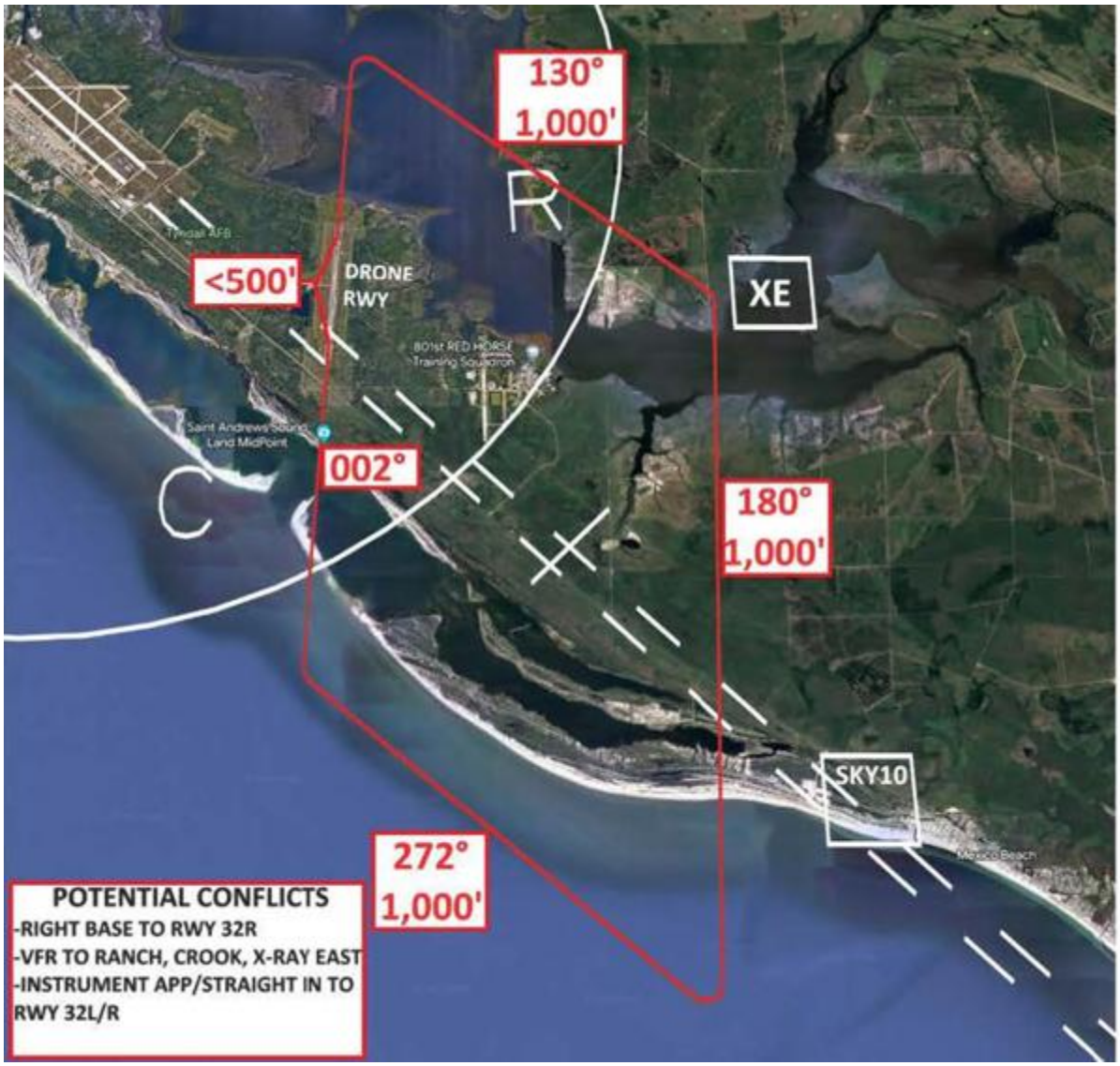


Figure 3.3. Full-Scale Aerial Target Pick-up Pattern (flown by QF-16 Chase aircraft).

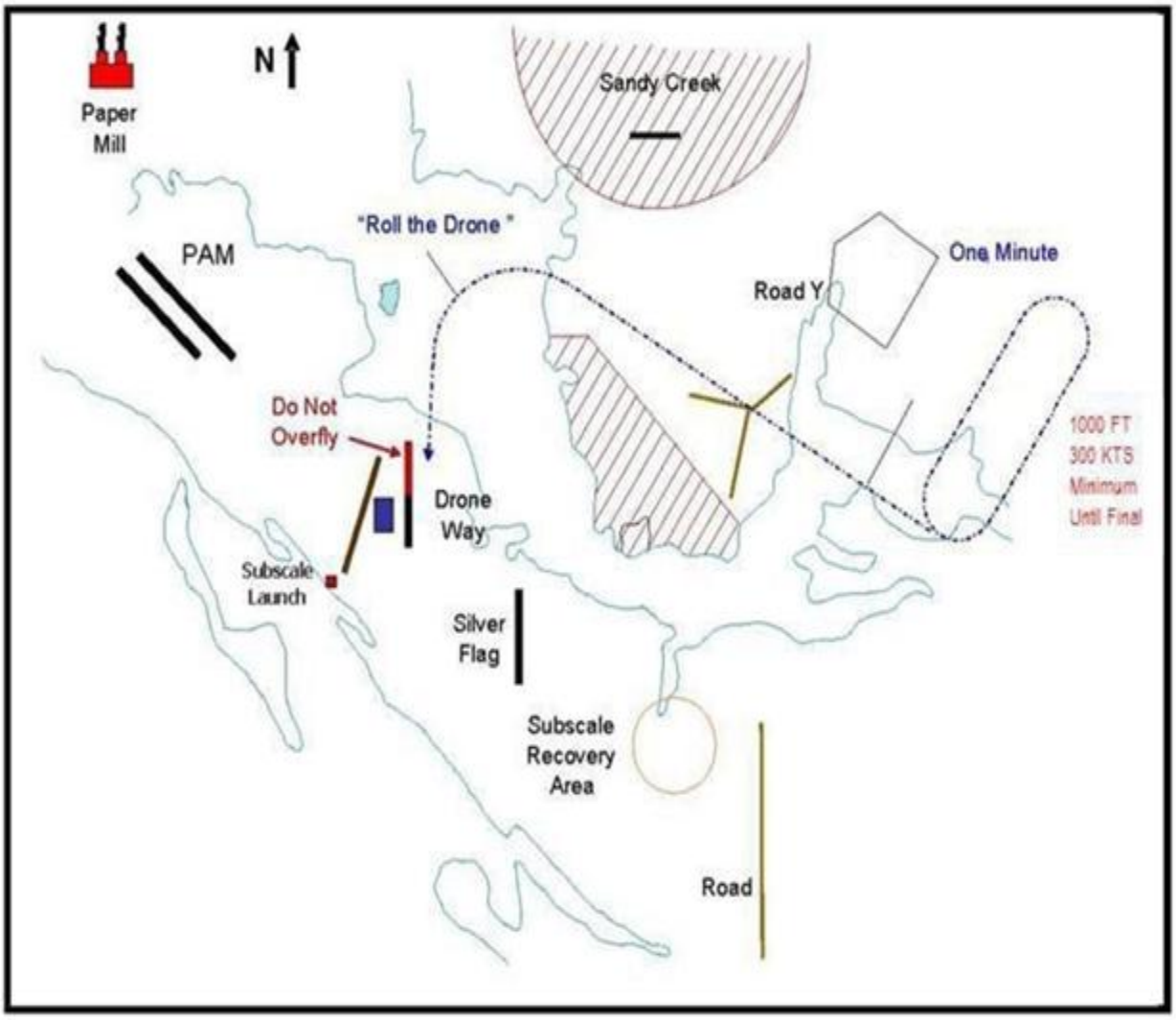
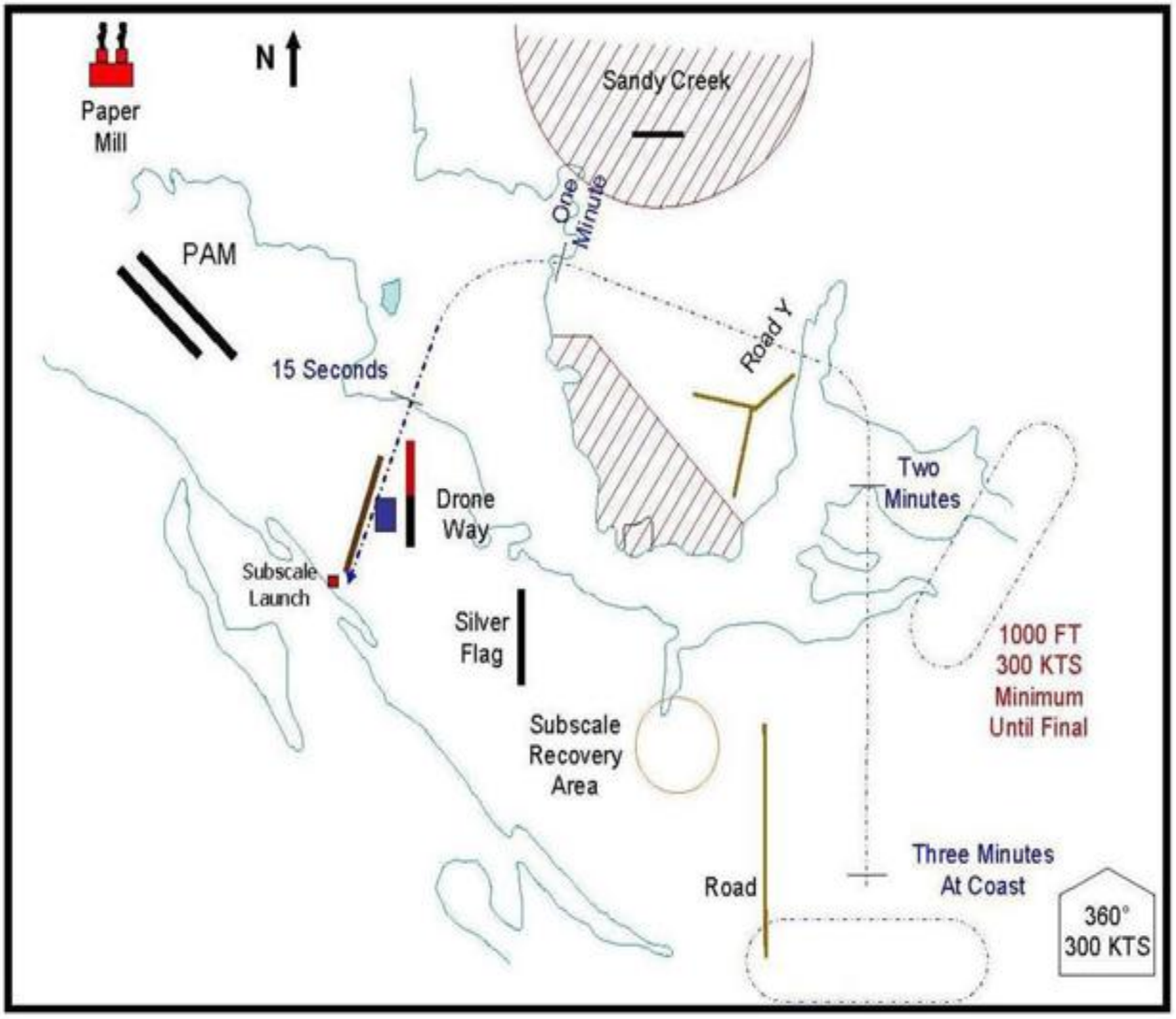


Figure 3.4. Subscale Aerial Target Pick-up Pattern (flown by QF-16 chase aircraft).



Chapter 4

IFR PROCEDURES

4.1. Radar Traffic Patterns.

4.1.1. Normal Radar Pattern Altitude: 1,600 feet.

4.1.2. Radar-In-Trail Recoveries/Non-Standard Formation: Radar-in-trail recovery is limited to a maximum of four aircraft. Radar-in-trail recoveries must not terminate in PAR or ASR approaches. Spacing between aircraft for flights will be a minimum of one mile and a maximum of three miles in trail. Refer to **paragraph 4.4.6.1** of this instruction for IFF Mode 3 procedures in a nonstandard trail formation. Aircrews conducting radar-in-trail recoveries are responsible for their own separation between elements of their flight while on final for full stop landings. To ensure appropriate departure separation, multiple practice radar-in-trail approaches that do not terminate with a full-stop landing must be conducted only in visual meteorological conditions (VMC). During practice approaches in VMC conditions, after an executed low approach/landing, the flight is responsible for their own separation until ATC initiates flight split-ups for individual control. Missed approach procedures are IAW section 4.7. of this instruction. Lost communication procedures are IAW section 5.7. of this instruction.

4.2. Surveillance (ASR) and Precision Approach Radar (PAR Approaches).

4.2.1. PAR and ASR approaches are available to all runways. During normal operations the PAR will be aligned to Runway 14L/32R. Dual PAR approach capability is available during 325 FW operations or upon request by 325 OG/CC.

4.2.2. The following restrictions will apply to radar approaches: Standard Formation Flight or Single Ship Aircraft: Each Radar Final Controller shall not monitor/accept more than a single aircraft or a single standard formation of no more than two aircraft simultaneously. Non-standard formations will not request nor be authorized to conduct a PAR or ASR approach.

4.2.3. See FLIP for other navigational aids and instrument approaches provided at Tyndall.

4.3. Local Departure Procedures (Diagrams in Attachment 5 – For Reference Only).

4.3.1. VFR Overhead Pattern Protection. Departure aircraft shall maintain at or below 1,000 feet MSL until the departure end of the runway to protect the VFR overhead pattern, unless cleared otherwise.

4.3.2. Unrestricted/Combat departure. Clearance for unrestricted or combat departure allows the pilot to climb immediately to their assigned altitude upon departure. Authorizing an unrestricted or combat departure relieves the pilot of the requirement to maintain at or below 1,000 feet until departure end of the runway unless Tower mandates otherwise.

4.3.3. Instrument Departure Procedures.

4.3.3.1. TYNDALL ONE DEPARTURE (All departures except CHECKERED FLAG W151, PAM86, PAM86L): "**CLEARED TO (destination) VIA (stereo flight plan) TYNDALL ONE DEPARTURE, MAINTAIN BLOCK 7000' THROUGH 9000' (or requested altitude if lower than block), EXPECT (requested altitude/flight level) 5 minutes after departure, DEPARTURE FREQUENCY (channel 4/363.125/124.15) SQUAWK (beacon code).**"

4.3.3.1.1. Runway 14: Fly runway heading, cross departure end of runway at or below 1000', climb and maintain block 7000' through 9000', expect (requested altitude/flight level) 5 minutes after departure… (**Note:** non-fighter aircraft will be issued 9000').

4.3.3.1.2. Runway 32: Fly runway heading to 2 DME, then turn left heading 180, cross departure end of runway at or below 1000', climb and maintain block 7000' through 9000', expect (requested altitude/flight level) 5 minutes after departure…. (**Note:** non-fighter aircraft will be issued 9000').

4.3.3.1.3. The full departure procedure must be read to non-based assigned/non-sponsored aircraft due to this departure procedure not being published.

4.3.3.2. GULFF ONE DEPARTURE (CHECKERED FLAG W151, PAM86, PAM86L): **"CLEARED TO TYNDALL VIA (stereo flight plan) GULFF ONE DEPARTURE, MAINTAIN BLOCK 7000' THROUGH 9000' (or requested altitude if lower than block), EXPECT (requested altitude/flight level) 5 minutes after departure, DEPARTURE FREQUENCY (channel 4/363.125/124.15) SQUAWK (beacon code)."**

4.3.3.2.1. Runway 14: Fly runway heading to 2 DME, then turn right direct GULFF, cross departure end of runway at or below 1000', climb and maintain block 7000' through 9000', expect FL180 5 minutes after departure… (**Note:** non-fighter aircraft will be issued 9000').

4.3.3.2.2. Runway 32: Fly runway heading until 2 DME, then turn left direct GULFF, cross departure end of runway at or below 1000' climb and maintain block 7000' through 9000', expect FL180 5 minutes after departure… (**Note:** non-fighter aircraft will be issued 9000').

4.4. Standard Climbout Instructions.

4.4.1. To reduce radio calls and frequency congestion in the radar arrival pattern and final approach, the following climb out procedures will be used for successive approaches and missed approach instructions. Pilots will be advised "EXECUTE LOCAL CLIMBOUT" (**Figure 4.2**). Transient aircraft will be instructed to cross departure end of runway at or below 1,000 feet while VFR traffic pattern is open.

4.4.2. Unless advised otherwise, contact Tyndall Arrival on Local Channel 7.

4.4.3. For successive radar practice approaches, when the VFR traffic pattern is open, the following instructions apply unless otherwise directed.

4.4.3.1. Runway 14L: Fly runway heading until 3 DME, turn right heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.3.2. Runway 14R: At departure end of runway, turn right heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.3.3. Runway 32R: Fly runway heading until 3 DME, turn left heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.3.4. Runway 32L: At departure end of runway, turn left heading 230, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

4.4.3.5. Aircraft that cannot continue straight ahead while conducting IFR approaches to any runway will be instructed to maintain at or below 1,000 feet until departure end of runway, then turn right/left heading 230 degrees, and climb and maintain 1,600 feet.

4.4.4. Aircraft that request to go VFR to the Tower pattern after completing an IFR practice approach will advise RAPCON on initial contact. Aircraft will be instructed to “MAINTAIN VFR ON THE GO WITH TOWER.” Aircraft should maintain their original IFF Mode 3A Code.

4.4.5. Flight joins up for VFR departure. When two or more aircraft with different call signs will depart as a single flight, the aircraft in the lead will inform ATC as soon as possible. This is not to be confused with the term military authority assumes responsibility for separation of aircraft (MARSA). Instead, this will be handled as a flight join up. If the flight who is not in the lead wishes to keep their flight plan open, they will notify ATC prior to taxi. ATC instructions will only be issued to the lead aircraft.

4.4.6. Nonstandard Trail Departures

4.4.6.1. When approved for and flying nonstandard formations, the trail aircraft will squawk its individual “in sequence” Mode 3/C code (i.e. if Bones 1 is squawking 5311, Bones 2 will squawk 5312 as the trail aircraft. If Bones 4 is the trail aircraft in a 4-ship, it would squawk 5314).

4.4.6.2. Outside the local area, the trail aircraft in a nonstandard trail formation should squawk the first two digits of lead’s code followed by 00.

4.5. VFR Radar Vector to Initial Procedures.

4.5.1. Pilots will notify the appropriate controlling agency when canceling IFR by stating: **"(CALL SIGN), CANCEL IFR."** Controllers will provide traffic advisories (workload permitting) to VFR aircraft and will issue vectors for sequencing if required for traffic. Controllers will notify pilots when to contact the next controlling agency. Workload permitting, ATC will continue providing traffic advisories until the pilot is "tally" traffic and can maintain VFR de-confliction. **Note:** To facilitate sequencing, pilots will follow ATC issued vectors to the maximum extent possible. If unable to comply, pilots should state intentions: **"(CALL SIGN), UNABLE, PROCEEDING DIRECT (LOCATION)."**

4.5.2. IFR is automatically terminated, and ATC need not be advised when aircraft reports their assigned Entry/VFR Re-entry point at Tyndall or the airport in sight. When in sight, the aircraft needs only to state the name of the entry/re-entry point or when the airport is in sight to terminate IFR. If cancellation of IFR has not occurred by 15 flying miles from Tyndall or 10 flying miles from VFR entry points, aircraft will request vectors for an instrument, radar, or visual approach.

4.6. IFR Recovery Procedures (Diagrams in Attachment 5 – For Reference Only).

4.6.1. MOA/W470 Recoveries. Aircraft recovering from W470 or the Tyndall MOAs shall coordinate with the Military Radar Unit (MRU)/ Airborne Radar Unit (ARU)/controlling agency NLT 5 minutes prior to RTB. If the controlling agency is Eglin Mission Control, an ATC handoff will be accomplished to Tyndall RAPCON for RTB. MRUs and ARUs are not authorized to conduct an ATC handoff. The MRU/ARU will instruct the pilot to contact Tyndall RAPCON on the pre-coordinated frequency NLT 10 miles from the SUA boundary.

This will allow time for Tyndall RAPCON to radar identify the aircraft and provide initial control instructions for RTB. All recoveries from W470 shall be routed via OYSTE when runway 32 is in use, and TROWT when runway 14 is in use. Recovery altitudes will be assigned by controlling agencies based on the configuration of airspace. The MRU shall provide a minimum of 5 miles radar separation between single aircraft and 10 miles between flights of aircraft during recovery. If several aircraft are in the SUA, the MRU only needs to report the 5-minute notification to the Tyndall RAPCON for the first aircraft recovering from the SUA. All subsequent recoveries do not require a 5-minute call.

4.6.2. W151 Recoveries. MRUs/ARUs controlling mission in W151 shall coordinate the recovery fix/altitude with the RAPCON prior to the first aircraft recovering from that mission. Recovery fixes/altitudes may differ depending on the type of mission being conducted.

4.6.3. Automatic Cancellation of IFR. For base assigned or hosted aircraft recovering to the VFR pattern (straight-in or overhead), IFR clearance is canceled automatically when pilot reports field in sight or communications are transferred to tower. If unable to maintain VMC, the pilot shall advise ATC and request alternate instructions. Unless otherwise directed, aircraft remaining within the tower VFR pattern for multiple approaches shall maintain their assigned squawk or squawk VFR with altitude.

4.6.4. SPLSH arrival recovery procedures:

4.6.4.1. FELEX Transition: Depart FELEX direct SPLSH, descend and maintain 6000. From SPLSH, expect approach clearance or radar vectors.

4.6.4.2. Transition: Depart W470 at OYSTE direct NINNA. After NINNA proceed direct SPLSH. Descend and maintain 6,000 and from SPLSH expect approach clearance or radar vectors.

4.6.4.3. TROWT Transition: Depart W470 at TROWT direct NINNA. After NINNA proceed direct SPLSH. Descend and maintain 6,000 and from SPLSH expect approach clearance or radar vectors.

4.6.4.4. SPLSH THREE ARRIVAL: From SPLSH expect approach clearance or radar vectors maintain 6,000.

4.6.4.5. Lost Communication: After SPLSH execute HI-TACAN Y Runway (RWY) 14L or HI-ILS Y RWY 14L or HI-LOC Y RWY 14L.

4.6.5. FELEX arrival recovery procedures:

4.6.5.1. FELEX one arrival: Aircraft will proceed direct OYSTE direct FELEX, from FELEX expect approach clearance or radar vectors, maintain 3,000.

4.6.5.2. Lost Communication: Aircraft will proceed direct OYSTE direct FELEX, after FELEX Execute HITACAN Y RWY 32R, HI-ILS Y RWY 32R or HI-LOC Y RWY 32R.

4.6.6. LLA recoveries: Aircraft operating autonomously in the LLA shall be established in E MOA prior to contacting RAPCON on Channel 6 for assigned altitude and heading. When aircraft are under MRU control, MRUs will position Tyndall LLA recoveries south of the PAM R-090 radial prior to transferring radio contact to the RAPCON on **Ch 6**.

4.6.7. Divert Procedures. If forced to weather divert pilots will contact RAPCON or MRU with intentions. Expect 5–10-minute delay for ATC to input and receive clearance to divert base as published in the In- Flight Guide. If delay will jeopardize the ability to safely divert, declare an emergency, squawk 7700 or contact Jacksonville Center on 243.0 with position and intentions.

4.6.8. Precision Approaches. Pilots will fly PAR approaches to meet controller proficiency/training requirements to the maximum extent practical upon controller request.

4.6.9. Flight joins up for recovery. When two or more aircraft with different call signs will RTB from the airspace as a single flight, the aircraft in the lead will inform ATC as soon as possible, i.e. **"STRIKER 1 FLIGHT JOIN UP WITH AXLE 1, NOW A FLIGHT OF FOUR, WITH (ATIS CODE), (REQUEST**)". This is not to be confused with the term MARSA. Instead, this will be handled as a flight join up. ATC shall provide standard separation between all IFR aircraft/flights. If two flights wish to join up, after leaving the SUA, the joining aircraft shall make this request with ATC. ATC will coordinate with the leading aircraft for join up approval. **Note:** If approved by both ATC and the lead aircraft, ATC will advise the joining aircraft that the join up is approved and instruct them to squawk stand-by when the join up is complete. From this point on, separation between all elements of the newly formed flight is the responsibility of the pilots within the flight and ATC instructions will only be issued to the lead aircraft.

4.6.10. Call-sign discipline. All pilots shall retain their originally filed call sign throughout the entire flight. Assuming another aircraft filed call sign is not authorized. If the trailing aircraft is required to move to the lead position, the flight lead shall notify ATC of this requirement, i.e.: **"TYNDALL APPROACH, GRUMP 2 WILL NOW BE IN THE LEAD AND GRUMP 1 WILL BE THE WINGMAN."** ATC will then instruct Grump 2 to squawk normal (in sequence) and Grump 1 to squawk standby. Once this is complete, all instructions will be given to Grump 2 who is now the lead aircraft in the flight.

4.6.11. Split-to-Land. When requesting a split-to-land maneuver aircrew will adhere to the following:

4.6.11.1. Split-to-land may only be flown when the current weather meets or exceeds the circling weather minimums for the approach being flown.

4.6.11.2. Aircraft within the flight are responsible for intra-flight separation during the circling maneuver to the parallel runway.

4.6.11.3. In the event of a missed approach, each aircraft will execute local climb out for their respective runway.

4.7. Missed Approach Procedures. Each aircraft in non-standard formation will make an individual assessment of whether or not the runway environment is sufficiently visible at the missed approach point to allow a safe landing. If a pilot has not received standard climb out authorization, then the pilot will execute a missed approach IAW the Instrument Approach Procedure (IAP) flown.

4.8. MARSA Procedures.

4.8.1. Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) is authorized for:

4.8.1.1. All Tyndall assigned aircraft for simultaneous departures from Tyndall's parallel runways.

4.8.1.2. All Tyndall assigned aircraft in Tyndall's military operations areas, W151/W470, Compass Lake ATCAA, Carrabelle ATCAA, ACMI ATCAAs, AR660, and GRASI. Tyndall base assigned aircraft designation includes Temporary duty (TDY) units who have been certified on local area procedures.

4.8.2. Aircraft desiring to apply MARSA should advise ATC as soon as practical.

Figure 4.1. Radar Traffic Pattern (Not to Scale).

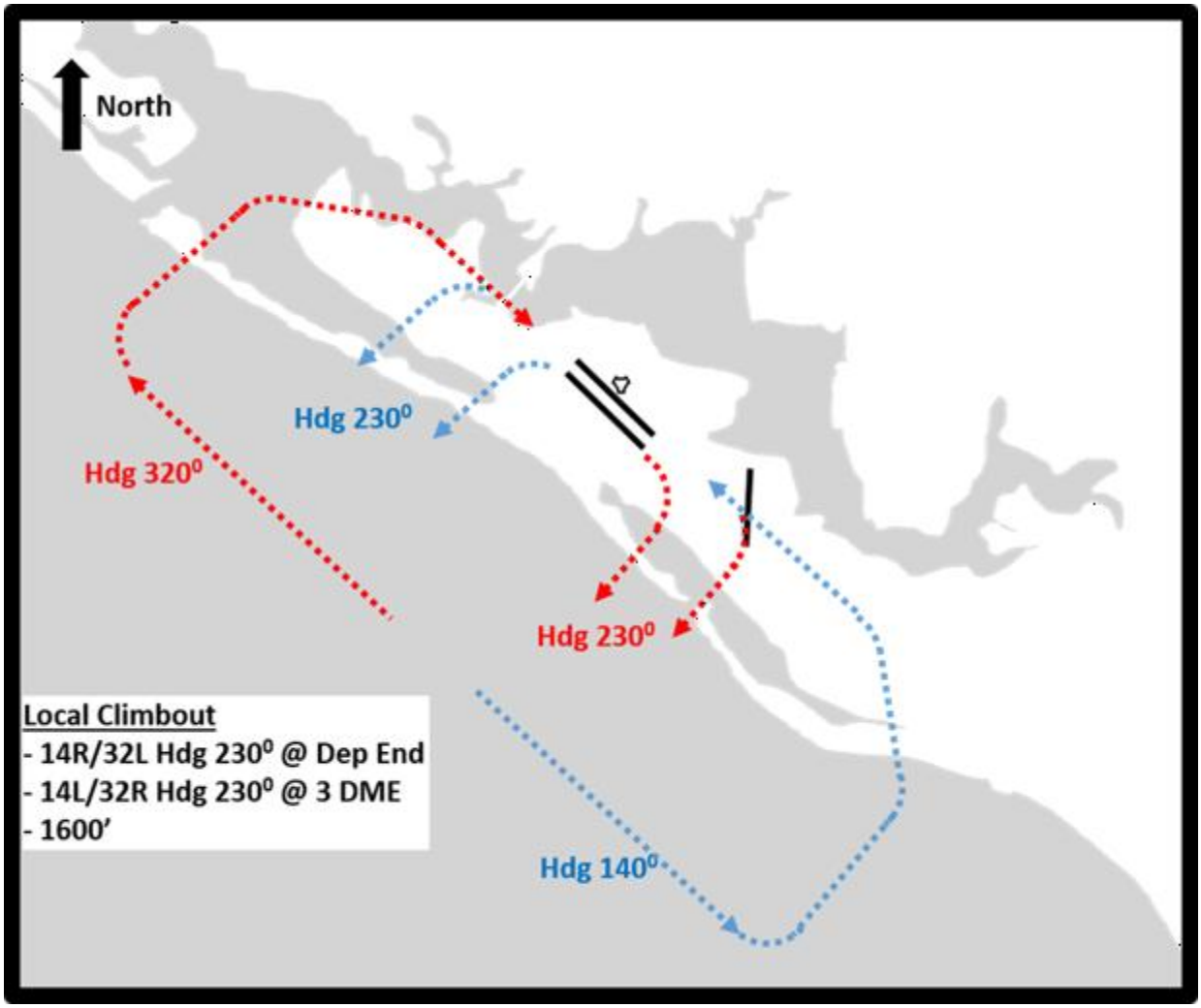
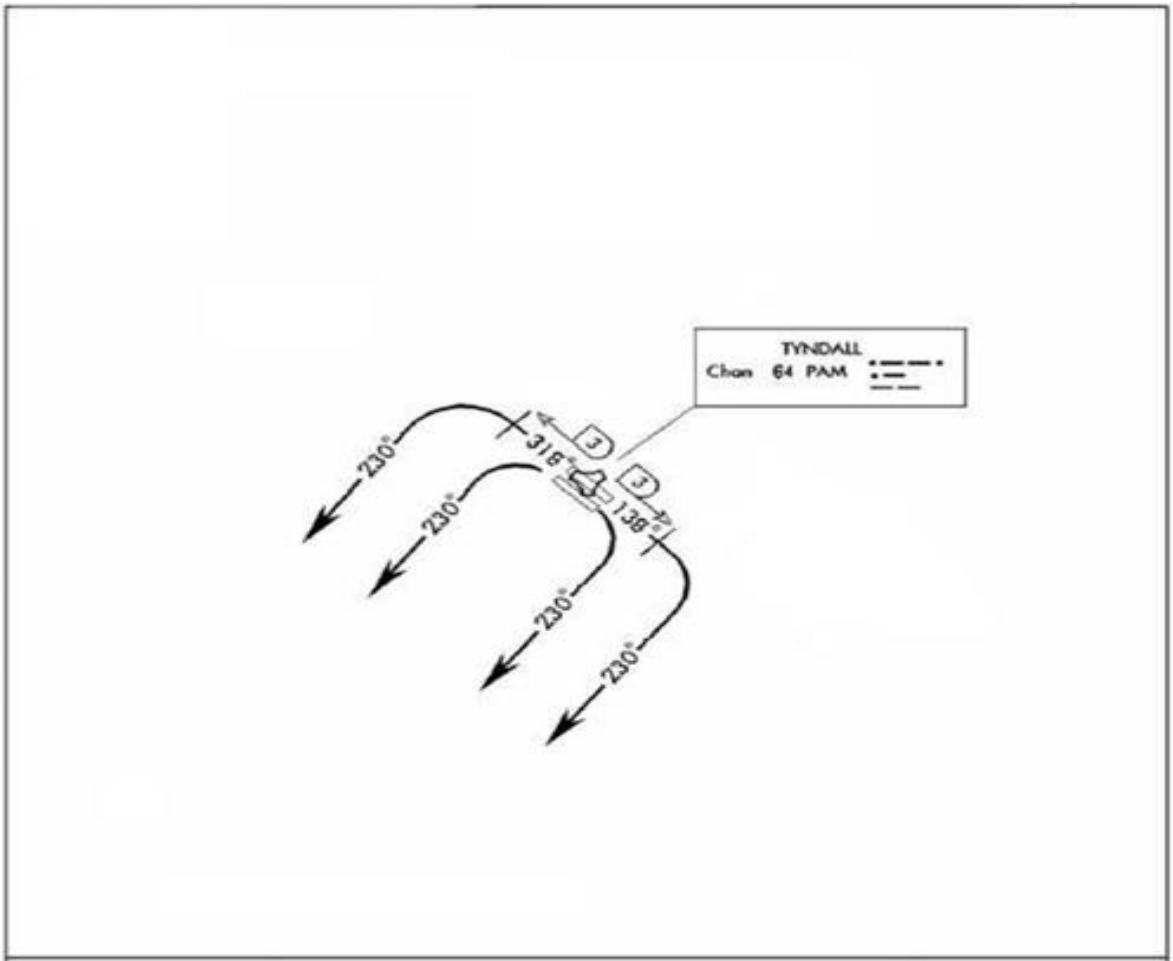


Figure 4.2. Local Climbout (Not to Scale).



DEPARTURE ROUTE DESCRIPTION

RWY 14L: Fly runway heading until 3 DME, turn right heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

RWY 14R: At departure end of runway, turn right heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

RWY 32R: Fly runway heading until 3 DME, turn left heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

RWY 32L: At departure end of runway, turn left heading 230°, cross departure end of runway at or below 1,000 feet, maintain 1,600 feet.

LOCAL CLIMBOUT

PANAMA CITY, FLORIDA
TYNDALL AFB

Chapter 5

EMERGENCY PROCEDURES

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

5.1.1. Primary Crash Alarm System: Response to any emergency condition will be initiated/relayed through the PCAS. The Tower will update emergency information via PCAS. In the event the PCAS is out of service or unavailable, AM will relay information via the SCN.

5.1.2. The PCAS subscribers are the Fire & Emergency Services (F&ES), AM, and the Clinic. Tyndall Tower will activate it for any of the following conditions:

5.1.2.1. All in-flight/ground emergencies.

5.1.2.2. Aircraft Mishaps (on or off base).

5.1.2.3. Overheated brake condition (hot brakes).

5.1.2.4. Unescorted aircraft with an inoperative radio (NORDO) arrivals when the aircraft is either not squawking or is squawking emergency.

5.1.2.5. Jettisoning of any external stores over land.

5.1.2.6. Prior to planned aircraft arresting system engagement.

5.1.2.7. Unplanned aircraft arresting system engagements.

5.1.2.8. Hijack alerts.

5.1.2.9. Aircraft bomb threats.

5.1.2.10. Major Fuel spills (Class III).

5.1.2.11. The Watch Supervisor deems necessary.

5.1.2.12. Daily PCAS phone check M-F between 0730 - 0830L and within one hour of airfield opening on Sat, Sun, Holidays or during non-standard airfield hours.

5.1.2.13. RAPCON or Tower evacuation. **Note:** All subscribers will remain on the line until released by Tower.

5.1.3. When all stations on the net have responded, the Tower will issue the following information:

5.1.3.1. Type of emergency (i.e., In-flight or ground).

5.1.3.2. Type of aircraft and call sign.

5.1.3.3. Nature of emergency.

5.1.3.4. Estimated time of arrival (ETA) in minutes or miles.

5.1.3.5. Landing runway.

5.1.3.6. Number of people on board.

5.1.3.7. Fuel remaining (in minutes).

5.1.3.8. Armament status or hazardous cargo, if applicable.

5.1.3.9. Type response.

5.1.3.10. Wind direction and knots.

5.1.3.11. The UHF frequency the aircraft is on.

5.1.3.12. Barrier Engagement.

5.1.3.13. FOD Check.

5.1.3.14. Type of Medical assistance if needed.

5.1.4. Activation of the Secondary Crash Net (SCN). This circuit can only be activated by AM or by 325 FW/CP when AM is unavailable. The CP is required to complete a test of the alternate SCN quarterly and report results to AM for documentation in the AF 3616.

5.1.5. The SCN stations include but are not limited to: Fire & Emergency Services, Weather, EOD, 325 MDG/Flight and Operational Medicine Clinic (FOMC), 325 FW/CP, Civil Engineering, Security Forces, Wing Safety, Transient Alert, Emergency Management and Maintenance Operations Center (MOC).

5.1.6. Activation of the SCN is not predicated on activation of the primary net, since all agencies on the PCAS, excluding the Tower, are also on the SCN. A quicker response may be obtained through sole activation of the SCN.

5.1.7. Relay information verbatim on the SCN immediately after terminating the PCAS/Alternate PCAS transmission. Stations not answering will be called via telephone.

5.1.7.1. If the SCN is unavailable, AM or CP will activate the alternate Secondary Crash Phone.

5.1.7.2. Notify all agencies via the SCN if additional or revised information is received over the PCAS. Use the SCN to pass termination of emergency messages.

5.2. Emergency Response Procedures.

5.2.1. General.

5.2.1.1. TAFB policy is to recover each aircraft experiencing a malfunction as expeditiously and safely as possible without exposing the pilot, the aircraft, other flying operations or support personnel to unnecessary hazards. In order to accomplish this, each individual involved must thoroughly understand all responsibilities. The type of malfunction, location, recovery conditions, fuel load, armament status and other ground/flying activities must be considered. The following are some additional considerations.

5.2.1.2. The preferred runway for emergency landings is Runway 14L/32R. The runway length, width, aircraft arresting systems, approach lighting, and the instrument approach capability provide a greater margin of safety.

5.2.1.3. The pilot will declare an emergency on their assigned ATC frequency (not just notify the SOF).

5.2.2. Definitions.

5.2.2.1. EMERGENCY - A malfunction or condition having potential for personal injury or aircraft damage.

5.2.2.2. EARLY RETURN - An early return is a situation or aircraft malfunction that does not have the potential for injury or aircraft damage.

5.2.2.3. READY RESPONSE - This is the normal type of response that will be provided. It provides Fire Emergency Services/or rescue vehicles in positions specified by local directives.

5.2.2.4. CHASE RESPONSE - This response requires Fire Emergency Services rescue vehicles to follow the aircraft down the runway, thus suspending runway operations until AM can check the runway. The SOF may waive runway FOD check requirements. When chase response is approved by Tower, Fire Emergency Services vehicles will proceed on the runway to immediately follow the emergency aircraft on landing roll. Vehicles will not proceed on the runway until the emergency aircraft has proceeded past their intersection.

5.2.3. RAPCON will:

5.2.3.1. Provide assistance and relay information as required.

5.2.3.2. Immediately relay to the Tower the nature of the emergency, fuel remaining, armament status, souls on board and frequency for timely activation of the primary crash net.

5.2.3.3. Relay updated information to the Tower.

5.2.3.4. Assist in join-up of escort aircraft if either the pilot or the SOF requests escort.

5.2.4. Tower will:

5.2.4.1. Provide assistance as necessary and relay information, as it becomes available.

5.2.4.2. Get as much information as circumstances permit and activate the primary crash net.

5.2.4.3. Pass updated data over the primary crash alarm system (PCAS).

5.2.4.4. Make broadcast calls on all Tower frequencies, including 243.0 and 121.5 as required.

5.2.4.5. Upon receiving chase response requests from Fire Emergency Services vehicles, approve or deny the response on a traffic/safety permitting basis.

5.2.4.6. Advise responding emergency vehicles when the emergency aircraft will be the next to land.

5.2.5. AM will:

5.2.5.1. When notified of an aircraft emergency via the PCAS, AM will immediately activate the SCN and disseminate information that is received verbatim.

5.2.5.2. Respond to all emergencies for a FOD check or give assistance as required. The SOF is the waiver authority to waive the requirement for a FOD check. If the SOF waives the FOD check, AM will still respond to the airfield and standby until the emergency terminates.

5.2.5.3. When notified by Tower of a situation requiring a suspension of normal operations or a runway closure requiring a check, AM will respond to the appropriate runway to perform the check and resume operations.

5.2.6. Fire & Emergency Services (F&ES). The Senior Fire Officer will act as Incident Commander (IC) for any emergency or accident until relieved by higher authority. IC Responsibilities include:

5.2.6.1. Incident stabilization and mitigation.

5.2.6.2. Direct medical personnel.

5.2.6.3. Clearing EOD to take action, to include disarming (safing) munitions on the runway.

5.2.6.4. Ensure non-emergency responders remain 300’ away from hung ordnance until they are cleared for area access.

5.2.6.5. Declare area safe and terminate emergency.

5.2.7. When notified of an aircraft ground or in-flight emergency, all appropriate crash rescue equipment will respond and deploy as dictated by the situation. The requirement for a ready or chase response will be passed with all other information on the PCAS or via the ground control ramp net. When a chase response has been requested, Fire Emergency Services vehicles will hold short of all runways until approval has been granted by Tower. Upon approval, the IC assumes responsibility for responding vehicles entering the runway.

5.2.8. The IC may ask for Security Forces support when circumstances dictate.

5.2.9. Fire & Emergency Services response vehicles will monitor single frequency approach, local channel 12 (UHF 317.8) once an aircraft ground or in-flight emergency (IFE) is declared.

5.2.10. The radio call sign of the senior fire officer on scene, typically Chief 1 or Chief 2 is “COMMAND”. Pilots should expect to coordinate directly with “COMMAND” on Ch 12 in order to resolve emergency issues.

5.2.11. If the pilot desires to terminate the emergency and continue to taxi, communicate those intentions to “COMMAND” and expect emergency response personnel to conduct a visual 360 scan of the aircraft in order to verify its condition is safe before terminating the emergency.

5.2.12. Tyndall Tower will pass control of **Ch 12** to “COMMAND” when appropriate. If pilots cannot contact “COMMAND” on **Ch 12**, they will remain on **Ch 12**, unless instructed otherwise by ATC, and Tyndall Ground Control will coordinate requests and pass information to "COMMAND," as necessary.

5.2.13. In the event of multiple IFEs recovering simultaneously, Tyndall RAPCON will issue additional discrete frequencies for each emergency aircraft. Tyndall Ground Control will advise “COMMAND” which IFE frequencies are in use so that they can monitor each IFE as required.

5.2.14. Transient Alert. Transient Alert will be notified of all emergencies via the secondary crash net. Any other incidents that require Transient Alert assistance will be passed through the Tower to Transient Alert personnel. Response in all cases will be with the appropriate equipment required to safe (pin) and tow the aircraft from the runway. The disarming and towing operation will be expedited to minimize runway suspension time.

5.2.15. Command Post. Flying operations are monitored through the CP. This is a central communications facility. Any unusual conditions, such as an emergency, that may have a bearing on local operations must be relayed without delay. CP personnel will:

5.2.15.1. Immediately advise the SOF of all non-flying emergencies and of any other events or circumstances that could affect the flying operation.

5.2.15.2. Determine which UHF frequency the emergency aircraft is working and monitor that frequency (Normally **CH 12**).

5.2.15.3. Forward emergency information received from the pilot(s) or control agencies to the Tower or AM for those aircraft recovering elsewhere.

5.2.15.4. Assist the SOF as necessary during an emergency response.

5.2.15.5. Ensure the appropriate checklist is completed expeditiously.

5.2.15.6. Advise the 325 OG/CC of all aircraft experiencing an in-flight emergency. Notify 53 WEG/CC for jets under 53 WEG operational control.

5.2.15.7. Coordinate search and rescue activities IAW TAFB OPLAN Search and Rescue Plan 506.

5.2.16. When notified of an aircraft emergency through the primary/secondary crash net, the following agencies will respond as required by positioning their vehicles in their designated positions next to the runway:

5.2.16.1. Fire Emergency Services.

5.2.16.2. Flight Medicine IFE response (if required). Vehicle will stage according to the fire chief's instructions.

5.2.16.3. Transient Alert (TA).

5.2.16.4. AM (or designated representative, as required).

5.2.16.5. Unit maintenance crew (aircraft crew chief and weapons load/maintenance) will respond to the armed aircraft once the emergency situation is verified through the IC.

5.2.16.6. Flight Safety (when required).

5.2.16.7. Airfield Sweeper.

5.2.16.8. Other response agencies will be on stand-by at their respective control centers.

5.2.17. Termination of an Emergency Condition: The IC, upon consultation with the SOF, aircraft commander EOD supervisor, or crash recovery when appropriate, will terminate the emergency. Upon termination of all emergencies, Fire Emergency Services will notify the Tower. The Tower will notify AM who will activate the SCN and pass termination time.

5.3. External Stores Jettison Area Procedures: (Figure 5.1).

5.3.1. Intentional Jettison of External Stores or Ordnance.

5.3.1.1. The jettison/drop area is located at the PAM TACAN 180° radial 5 NM DME fix (29 59'18"N, 85 34' 24"W) (**Figure 5.1**) in the northwest corner of 2905A. Radar vectors to the drop area will be provided by RAPCON upon request.

5.3.1.2. The intentional jettison of external stores will be treated as an in-flight emergency. Aircraft proceeding to the jettison area should remain clear of the IFR pattern altitude (1,600 feet MSL) and the VFR pattern altitude (2,100' MSL) unless under ATC control.

5.3.1.3. Conditions permitting, the pilot will contact RAPCON who will alert the Drone Mission Commander via hotline of the impending jettison in R-2905A. The pilot will fly out the PAM 180-degree radial until 5 NM DME heading 180 degrees at the recommended airspeed and an altitude of 1,000 feet MSL, unless directed otherwise. If VMC exists, the pilot will ensure the drop area is clear of watercraft prior to release and then make a right-hand turn (or as directed) to exit R-2905A for recovery. At night or in instrument meteorological conditions (IMC), the pilot will request traffic advisories from RAPCON.

5.3.2. Accidental Jettison of Ordnance or Stores.

5.3.2.1. When under radar control, the pilot will ask for a radar position and inform the control agency of the type of object dropped. If the control agency is other than RAPCON, the pilot will ask the agency to pass the information to RAPCON.

5.3.2.2. If not under radar control, the pilot will notify RAPCON of the approximate location of the jettison, stores lost and request a radar position.

5.3.2.3. RAPCON will pass dropped object information to 325 FW/CP.

5.3.2.4. Aircraft with hung ordnance or stores will not be flown over populated areas.

5.3.2.5. CP will submit a report on all dropped objects that meet reporting criteria.

5.3.2.6. The aircraft will be impounded.

5.4. Fuel Dumping. Proceed to a minimum of 5 NM offshore at or above 10,000 feet (unless an emergency situation requires immediate fuel dumping). RAPCON will follow the procedures outlined in FAA JO 7110.65, section 4, and provide vectors if required.

5.5. Hot Brake Area and Procedures.

5.5.1. Pilots will notify the Tower anytime hot brakes exist or are suspected. Tower controllers will direct pilots with hot brakes to proceed to one of the hot brake areas. Hot Brake areas include the intersection of Bravo and Golf taxiways (primary), Alpha just short of Runway 14L (secondary), and Juliet short of Runway 32R (secondary). SOFs still have the ability to use EOR if situation requires. If conditions permit, pilots will taxi to the hot brake area and coordinate with the SOF and squadron operations on whether to keep engines running or shut down in accordance with aircraft procedures.

5.5.2. Responding personnel will determine if aircraft brakes are hot enough to present a hazard.

5.5.3. Aircraft with hot brakes may either be shut down, or after sufficient cooling may be taxied back to parking.

5.5.4. If hot brakes are confirmed, the Senior Fire Officer on scene shall maintain command and initiate a 30-minute incident safety clock to allow sufficient time for the hot brakes to cool, while maintaining incident control and suppression capabilities.

5.5.5. TA will conduct aircraft towing or tire changes when appropriate based on aircraft type.

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

5.6.1. If time is available for a controlled bailout, the pilot will use the following procedures:

5.6.1.1. Notify Tyndall RAPCON and SOF of intentions.

5.6.1.2. VMC: Proceed to PAM 128/6.9, heading 050 degrees (**Figure 5.1**.).

5.6.1.3. Instrument Meteorological Conditions (IMC): Request RAPCON vectors to controlled bailout point, PAM 128/6.9, heading 050 degrees (**Figure 5.1**.). RAPCON will provide position reports with a final report when aircraft is over the bailout point, phraseology "ENTERING CONTROLLED EJECTION AREA."

5.6.1.4. Instrument Meteorological Conditions (IMC): RADAR Out - Arc north on 7 DME arc to bailout area.

5.6.1.5. Controlled bailout area, eject, following appropriate flight manual procedures.

5.6.1.6. If circumstances lead a pilot to believe his chances of survival or reduced injury are increased by ejecting over-water, an alternate over-water-controlled bailout area is available at the PAM 180/05 (**Figure 5.1**.).

5.6.1.6.1. Time permitting, the pilot will implement the following procedures to reduce recovery time from the alternate over-water-controlled bail out area:

5.6.1.6.2. Notify Tyndall RAPCON/Tower and SOF of intentions. Proceed to PAM 180/05, heading 180 degrees (**Figure 5.1**.).

5.6.1.6.3. Clear bailout area for surface vessels.

5.6.1.6.4. Overhead bailout area, eject, following appropriate flight manual procedures.

5.6.1.6.5. Upon notification of an impending controlled bailout the 325 FW/SEF will proceed to the drop area for a safety check, time permitting and advise the SOF/Tower when the area is clear.

5.7. Lost Communications Instructions. See Attachment 3.

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

5.8.1. When an ELT signal has been detected, the RAPCON (Tower if RAPCON is closed) will advise Jacksonville Center (Dial code 66) and 325 FW/CP.

5.8.2. Concerned agencies will be told when the ELT signal stops or is found to be a test. **Note:** CP will call Tower and RAPCON prior to all known ELT tests. ELT testing is accomplished only during the first five minutes of each hour and the test is limited to three audio sweeps.

5.8.3. CP will determine if the Personal Equipment Section is testing an ELT or if one has been activated by accident. If the signal is not a test, CP will initiate/coordinate efforts to locate the ELT.

5.8.4. If the signal is from a real-world emergency, the Base Crash Plan will be implemented. An ELT signal from a bona fide emergency will be determined after coordination with Jacksonville Center, Tower, RAPCON, CP and AM.

5.8.5. If an ELT signal is detected when an emergency is in progress, the Tower/RAPCON will determine if the signal is from the emergency aircraft.

5.8.6. If contact with the emergency aircraft is lost, the PCAS will be activated.

5.9. Hung Ordnance Procedures.

5.9.1. Hung/misfired missiles, runaway gun, hung dart/cable, F-35 gun not safe ICAW (Information Caution and Warning) or unknown condition will be treated as an IFE.

5.9.1.1. Armament that does not leave the aircraft after a fire signal is delivered will be treated as either a misfire or hangfire, depending on the type of weapon and cockpit indications. In the case of a weapon system malfunction, the appropriate emergency procedures in the pilot's checklist will be followed.

5.9.1.2. After completing the checklist procedures, the pilot will declare an emergency and fly the Armament Misfire/Hangfire Recovery Pattern shown in **Figure 5.2**. Pilots will notify the SOF and/or squadron operations desk as early as practical so that the unit can organize a stand-by crew to assist in safing the weapons system.

5.9.1.3. After landing, the pilot will proceed to the Hung Ordnance areas: the intersection of Taxiways Bravo and Delta (primary) facing a 040 heading, Taxiway Juliet short of Runway 32R facing a 020 heading (alternate), and Taxiway Alpha between the runways facing a 020 heading (alternate). If instructed, the pilot will shut down engines. Once the weapon can be confirmed safe, the aircraft may taxi back to the ramp. If the weapon is considered unsafe, IC will evacuate all nonessential personnel to required distances and begin render safe procedures. Aircraft will not be taxied or towed back to the ramp with an unknown condition or unsafe weapon.

5.9.2. Response. During normal duty hours, EOD will respond upon notification. After duty hours, EOD personnel have a 60-minute response time. The 325 FW/53 WEG will provide EOD with a copy of the flying schedule for all live fire missions. After duty hours, the SOF will coordinate with the emergency response team and appropriate Fighter Generation Squadron (FGS) to pin, chock and shutdown aircraft with hung flares. Upon arrival after shutdown, EOD will evacuate, safe, dispose of or seek disposition from owning organization/munitions of any unsafe/munitions of any unsafe ordnance prior to being towed.

5.9.3. The IC will terminate the emergency based upon the recommendation from the unit representative.

5.10. Hydrazine Response Procedures.

5.10.1. A hydrazine discharge or emergency power unit (EPU) activation must be considered to be an emergency situation which is potentially life threatening until it is confirmed by bioenvironmental engineering personnel, through the IC, that the aircraft and surrounding area are safe. Only personnel equipped with self-contained breathing apparatus should approach the aircraft until the safe declaration is made. The F-16 will be parked in the hydrazine/hazardous cargo area at the intersection of Taxiways Bravo and Delta (primary) or on Taxiway Juliet short of Runway 32R (alternate) with the left wing into the wind if not armed, or on the normal de-arm heading if armed. QF-16s have their own hydrazine procedures outlined in "Contractor Operating Instruction 003."

5.10.2. The Senior Fire Officer will establish command of the incident and take appropriate actions to mitigate the emergency.

5.11. Dangerous/Hazardous Cargo.

5.11.1. References.

5.11.1.1. AFMAN 24-604, Preparation of Hazardous Materials for Military Air Shipment.

5.11.1.2. DAFMAN 91-201, Explosive Safety Standards.

5.11.1.3. T.O. 11A-1-33, Handling and Maintenance of Explosives Loaded Aircraft.

5.11.1.4. T.O. 11N-20-11 General Fire Fighting Guidance.

5.11.1.5. FAAO JO 7110.65.

5.11.2. The Hazardous Cargo area is located north of Taxiways Bravo/Golf/Delta. Advise Tower upon initial contact if a Hot Cargo area is required. The LFA is also cited and authorized for Hot Cargo use.

5.11.3. Alerting and Notification.

5.11.3.1. AM will:

5.11.3.1.1. Upon receipt of a flight plan on an aircraft carrying hazardous cargo, notify the following agencies of the load and estimated time of arrival (ETA):

5.11.3.1.1.1. RAPCON.

5.11.3.1.1.2. Control Tower.

5.11.3.1.1.3. Transient Alert.

5.11.3.1.1.4. Security Forces.

5.11.3.1.1.5. Fire & Emergency Services.

5.11.3.1.1.6. Air Terminal Operations Center (ATOC).

5.11.3.1.2. When supplementary information is received, pass it to all that received the initial notification.

5.11.3.1.3. Ensure that departing pilots carrying hazardous cargo fill out the "Remarks" section in DD Form 1801, IAW AFMAN 24-604, and pass these remarks verbatim to the Tower, RAPCON, Fire Emergency Services, and Transient Alert.

5.11.3.1.4. Determine parking spot and notify Tower and Transient Alert.

5.11.3.1.5. Alert Fire & Emergency Services and Munitions Control of armament status. This information will include:

5.11.3.1.5.1. Aircraft type and tail number.

5.11.3.1.5.2. Parking Spot.

5.11.3.1.5.3. Type and amount of hazardous cargo/armament on board.

5.11.3.2. Tower will:

5.11.3.2.1. Direct aircraft with hazardous cargo to alter their approach to avoid populated areas to the maximum extent possible.

5.11.3.2.2. Direct transient tactical aircraft to parking assigned by AM.

5.11.3.2.3. Direct aircraft that need de-arming to an EOR.

5.11.3.3. RAPCON will:

5.11.3.3.1. Vector aircraft with hazardous cargo clear of populated areas using the hung ordnance/misfire ground track and relay information from the pilot, verbatim, to the Control Tower. Tower will pass the information to AM.

5.11.3.4. The Fire Emergency Services will:

5.11.3.4.1. Ensure that fire protection for all aircraft with hazardous cargo is available.

5.11.3.4.2. Monitor all ground movements of tactical aircraft carrying conventional armament. **Note:** Maintenance or EOD will pin gear on aircraft with hung ordnance.

5.11.3.4.3. ATOC will determine if the cargo requires immediate attention by Munitions Control and, if so, will notify them.

5.11.3.5. Munitions Control will:

5.11.3.5.1. Notify Munitions Squadron, Munitions Storage and Handling, and Munitions Supply, for any assistance that may be required.

5.11.3.5.2. Pass updated information to Fire & Emergency Services giving all munitions movement operations.

5.11.3.6. EOD personnel will:

5.11.3.6.1. Standby when aircraft with nuclear material land, taxi, load and takeoff.

5.11.3.6.2. Respond immediately when notified of an emergency aboard an aircraft carrying hazardous cargo or armament.

5.11.3.6.3. Make safe and remove all explosive ordnance from aircraft when required.

5.11.4. Armament personnel will meet and de-arm all aircraft with ordnance aboard, including flares, and notify EOD if assistance is needed.

5.11.5. Maximum net explosive weight (NEW) authorized at the designated hazardous cargo spot at Taxiway B/D/G intersection is 30,000 pounds. Any additional information needed, contact Airfield Management or see Explosive site map D-8.

5.12. Wind Limitations on Control Tower. When winds are observed in excess of 65 knots, the Control Tower will be evacuated.

5.13. Evacuation of ATC and AM Facilities.

5.13.1. There will be no alternate air traffic control services in the event of an evacuation of the Tower. If RAPCON intends to evacuate, Jacksonville Center will assume control of RAPCON's airspace. In the event of a flightline evacuation, Tower, RAPCON and AM will evacuate to the prescribed location at that time.

5.13.2. If Tyndall Tower evacuates, Tower will:

5.13.2.1. If able, prior to evacuation, transfer aircraft to Tyndall Approach and make broadcasts on all local, ground, and guard frequencies, PCAS, Tower/Crash Nets and – Digital Automatic Terminal Information Service (DATIS) IAW Tower Evacuation Checklist. If unable to make broadcast, notify the RAPCON upon arrival to the evacuation point.

5.13.2.1.1. **Local/Guard UHF/VHF & DATIS:** "ATTENTION ALL AIRCRAFT, TYNDALL TOWER IS EVACUATING, ALL AIRBORNE AIRCRAFT MAINTAIN VFR AND CONTACT TYNDALL APPROACH CHANNEL 7/317.45/119.77 FOR INSTRUCTIONS."

5.13.2.1.2. **PCAS:** "TYNDALL TOWER IS EVACUATING (if able, state reason and estimated return time, if known).

5.13.2.1.3. **Ground UHF/VHF & Tower/Crash Nets:** "ATTENTION ALL AIRCRAFT AND VEHICLES, TYNDALL TOWER IS EVACUATING. ALL AIRCRAFT AND VEHICLES EXIT AND REMAIN OFF THE ACTIVE RUNWAYS AND PARALLEL TAXIWAY UNTIL FURTHER NOTICE. ONCE CLEAR OF ACTIVE RUNWAYS AND PARALLEL TAXIWAY, AIRCRAFT MUST HOLD POSITION OR RETURN TO PARKING UNTIL FURTHER ADVISED."

5.13.2.2. Tower will evacuate to the designated location as specified in their facility Operating Instruction (OI).

5.13.3. During Tower evacuation, RAPCON will:

5.13.3.1. Make necessary notifications to aircraft and AM if tower was unable to make broadcast prior to evacuation. If appropriate, request AM to activate SCN.

5.13.3.2. Take accountability of all aircraft that were in the Tower pattern until notification is received that the runways are free of any vehicles or aircraft.

5.13.3.3. If the weather is VFR, vector aircraft to initial with a minimum of 5 miles spacing between flights. Once the aircraft reports the field in site, instruct the aircraft landing will be at their own risk IAW JO 7110.65.

5.13.3.4. If the weather is IFR, vector aircraft for an instrument approach with a minimum of 5 miles spacing between flights. Over the final approach fix, instruct the aircraft that landing will be at their own risk IAW JO 7110.65.

5.13.4. During RAPCON evacuation, Aircrew will:

5.13.4.1. During VFR conditions, expect to recover via initial and full stop on Runway 14L/32R to the maximum extent possible.

5.13.4.2. During IFR conditions, expect to recover via an instrument approach, as directed by Tyndall Approach.

5.13.4.3. Expect five miles spacing between flights to allow for full runway separation and to return for landing at the pilot's own risk.

5.13.4.4. When approaching the runway, visually scan the runway to ensure the runway is clear of all vehicles and aircraft. In the event of a go around or missed approach, execute local climb-out and contact Tyndall Approach on Channel 7/317.45/119.77.

5.13.4.5. After landing, notify Tyndall Approach that all aircraft are clear of runway, e.g. "Bones 1 flight off runway 14L/32R (or as appropriate)."

5.13.5. AM will activate the SCN and initiate NOTAM action. If tower was unable to make PCAS broadcast, utilize **paragraph 5.13.1.1**. PCAS phraseology, for SCN broadcast.

5.13.6. If the RAPCON evacuates. RAPCON will:

5.13.6.1. Notify the Tower and request Tower to make necessary broadcast.

5.13.6.2. Place aircraft in holding or transfer aircraft to adjacent facilities as appropriate and notify ZJX and ECP Tower. Terminate radar service on VFR aircraft.

5.13.6.3. RAPCON will evacuate to the designated location as specified in their facility Operation Instructions (OI).

5.13.6.4. Tower will make appropriate broadcast via guard frequencies, PCAS and DATIS. **Guard UHF/VHF & DATIS:** "ATTENTION ALL AIRCRAFT, TYNDALL RAPCON IS EVACUATING, ALL AIRBORNE AIRCRAFT CONTACT JACKSONVILLE CENTER 379.3/128.2 FOR INSTRUCTIONS."

5.13.7. During RAPCON evacuation, Aircrew will:

5.13.7.1. During VFR conditions, expect to contact Tower with request and intentions.

5.13.7.2. During IFR conditions or during Tower and RAPCON evacuations, expect to contact Jacksonville Center with request and intentions.

5.13.8. AM will activate the SCN and initiate NOTAM action 5.13.3. If Tower and RAPCON evacuate simultaneously, the following broadcasts will be made:

5.13.8.1. **Guard UHF/VHF & DATIS:** "ATTENTION ALL AIRCRAFT, TYNDALL TOWER AND TYNDALL RAPCON ARE EVACUATING, ALL AIRBORNE AIRCRAFT CONTACT JACKSONVILLE CENTER ON 379.3/128.2 FOR INSTRUCTIONS."

5.13.8.2. **PCAS:** "TYNDALL TOWER AND TYNDALL RAPCON ARE EVACUATING (if able, state reason and estimated return time, if known).

5.13.8.3. **Ground UHF/VHF & Tower/Crash Nets:** “ATTENTION ALL AIRCRAFT AND VEHICLES, TYNDALL TOWER IS EVACUATING. ALL AIRCRAFT AND VEHICLES EXIT AND REMAIN OFF THE ACTIVE RUNWAYS AND PARALLEL TAXIWAY UNTIL FURTHER NOTICE. ONCE CLEAR OF ACTIVE RUNWAYS AND PARALLEL TAXIWAY, AIRCRAFT MUST HOLD POSITION OR RETURN TO PARKING UNTIL FURTHER ADVISED.

5.13.9. If AM evacuates, AM will:

5.13.9.1. AM will evacuate to the designated location as specified in their AM QRC.

5.13.10. The 325 OG/CC has determined there is no operational need for alternate ATC facilities.

5.14. Arriving AIREVAC Notification.

5.14.1. AM will notify the Ambulance service and Fire Emergency Services of the aircraft type, Estimated Time of Arrival, litter, ambulatory status, and patient condition. Update agencies when aircraft has reached 15 flying miles from the runway.

5.14.2. After normal business hours, AM stand-by person will respond to all emergency landings, AIREVAC, MEDEVAC, special assignment airlift mission (SAAM), special air mission (SAM), Lifeguard and unauthorized civil aircraft missions, as required. Time permitting, AM personnel should be in place before aircraft arrival.

Figure 5.1. Controlled Bailout Area and Jettison Drop Area.

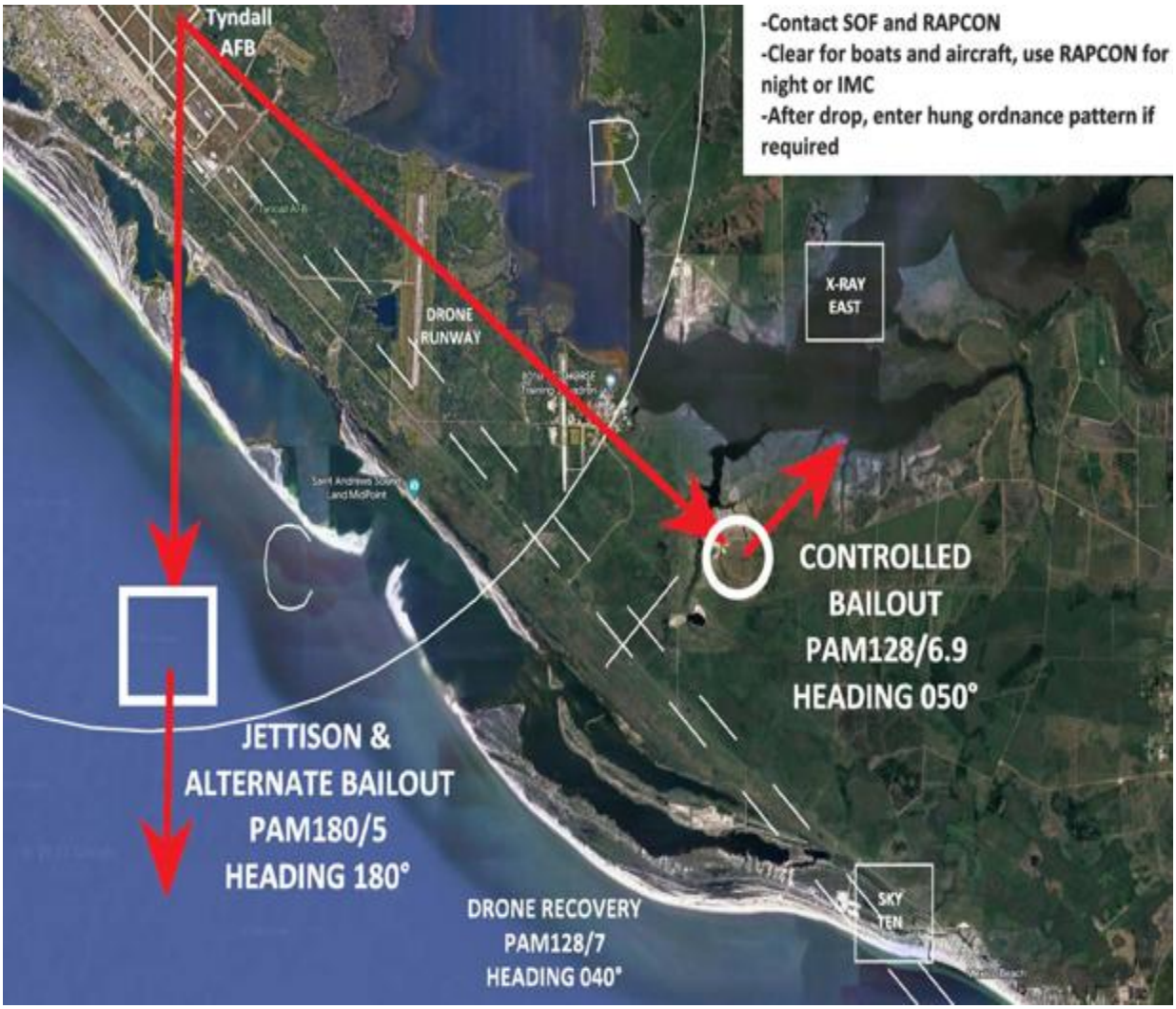
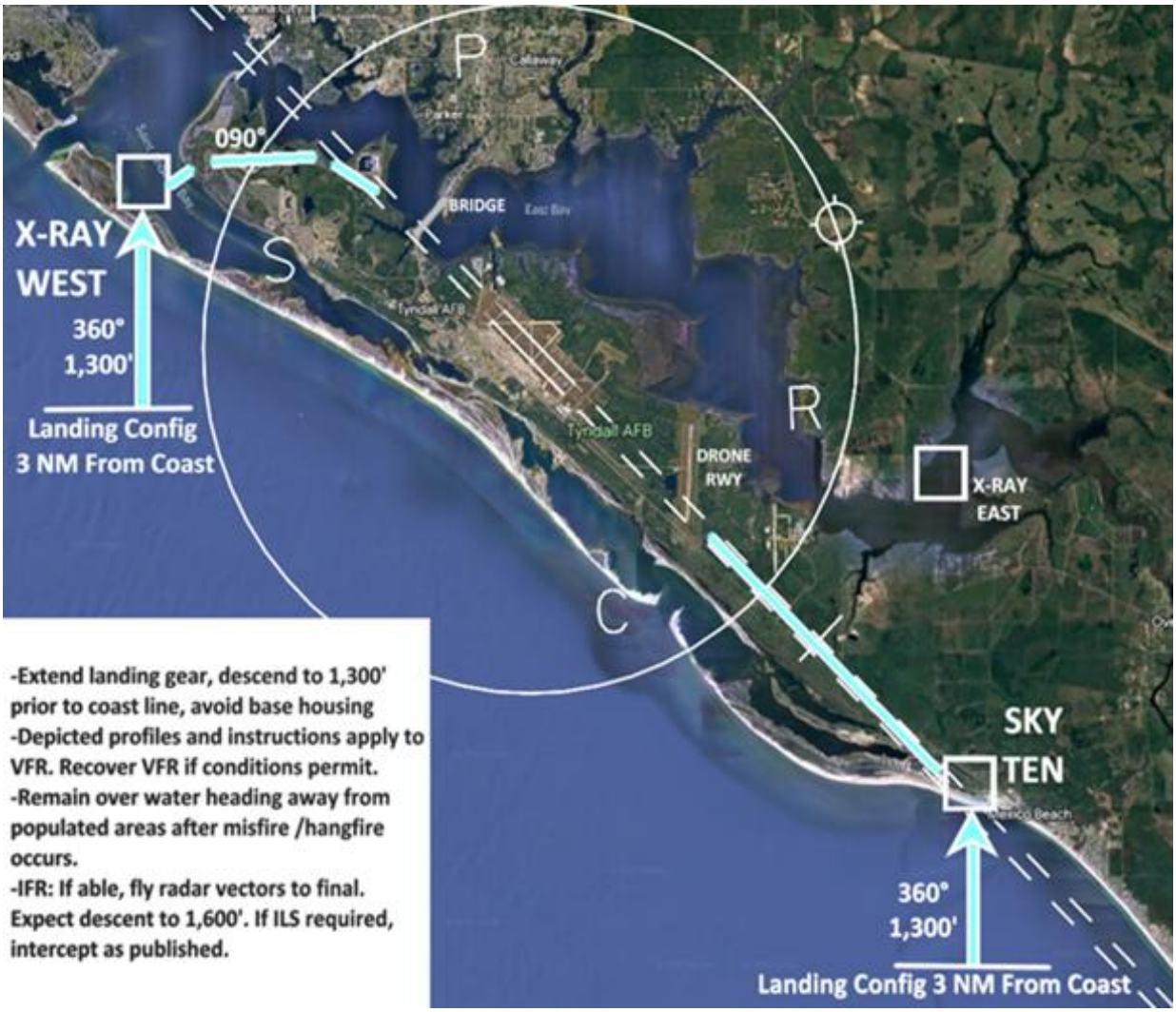


Figure 5.2. Armament Hangfire/Misfire Recovery Pattern.



Chapter 6

FLIGHT PLANNING PROCEDURES

6.1. Flight Plan Filing Procedures.

6.1.1. IAW DAFMAN 13-204V2, IAW DAFMAN 13-204V2, all aircraft that depart Tyndall must have a flight plan on file with AM prior to takeoff. Flight plans must be filed in person or via email unless unit specific procedures are outlined in this instruction or a Letter of Agreement (LOA) is established between Airfield Management and the user(s), LOAs must indicate that the user shall maintain the original flight plan IAW the Air Force Records Disposition Schedule (RDS). Flight plans must be called in or filed with AM no later than 1 hour prior to proposed takeoff time to ensure acceptance by the Aeronautical Information System Replacement (AISR). If a flight plan is faxed, the pilot must call AM to confirm receipt and accuracy. All flight plans must be completed/filed IAW FLIP General Planning, **Chapter 4**.

6.1.2. Outbound flight plans must be filed on DD Form 1801, DOD International Flight Plan, or other authorized forms according to AFMAN 11-202 Volume 3, General Flight Rules, and FLIP General Planning. Original flight plans will not be accepted via radio. Transient aircraft on a stopover flight may re-file with AM via radio provided AM can verify the original flight plan is on file. AM will contact original departure location for confirmation and then enter requested flight plan into AISR.

6.1.3. Pilots will contact Clearance Delivery before taxi to obtain their clearance.

6.1.4. While the request for clearance should be made early to avoid departure delays and accommodate changes, mission on the daily schedule should be allowed to taxi while awaiting clearance if the situation permits. Clearances are available no earlier than 30 minutes prior to departure time.

6.2. Flight Plan Coordination.

6.2.1. Wing Scheduling will:

6.2.1.1. Procure airspace for the flying units operating from Tyndall AFB and release the available area times and locations to the flying units the day prior to scheduled flying. Note: Flying units will coordinate with Wing Scheduling and provide their airspace requests the day prior to scheduled flying.

6.2.1.2. Release a daily flying schedule based off flying units inputs and requests the day prior to scheduled flying.

6.2.2. Airfield Management will:

6.2.2.1. Input all flight plans from the daily flying schedule, the day prior to scheduled flying.

6.2.2.2. Manage flight plans IAW AFMAN 11-213, Military Flight Data Telecommunications System, and the AISR Handbook.

6.2.2.3. Submit one Flight Plan per flight and not individually for each aircraft. Note: Exception to this is for WSEP aircraft with the "ACES" callsign and aircraft with the "ZOMBI" callsign. These will have flight plans entered individually.

6.2.2.4. Airfield Management will not receive notification of stereo flight plan changes, aside from callsign changes, received from Tower Flight Data during the departure time call.

6.3. Day of scheduled flying operations PRIOR TO STEP will proceed as follows:

6.3.1. The local Flying Squadron will provide the Squadron Aviation Resource Management (SARM) with flight plan information, to include requested stereo routes on Flight Authorizations.

6.3.2. SARM will assess for any deviations from the published flying schedule provided by Wing Scheduling the previous day for any changes and notify Clearance Delivery of the changes.

6.3.3. Clearance Delivery will enter the flight plan amendments in the Flight Data System upon receipt from SARM and notify Tower Flight Data of the changes.

6.3.4. Clearance Delivery will enter all beacon codes for all aircraft derived from the flying schedule provided by Wing Scheduling.

6.3.5. All other flying units will provide amendments to scheduled flying via Wing Scheduling. Wing Scheduling will notify Clearance Delivery of changes. Upon receipt Clearance Delivery will enter the amendments into the Flight Data System and notify Tower Flight Data of the changes.

6.4. Day of scheduled flying operations POST STEP procedures will proceed as follows:

6.4.1. Aircrew, regardless of flying unit, will make requested changes to flight plans directly to Clearance Delivery.

6.4.2. Clearance Delivery will enter the flight plan amendment in the Flight Data System upon receipt from the aircrew and notify Tower Flight Data of the changes.

6.4.3. If the flight plan is not filed, RAPCON will instruct the FS aircrew to contact SARM. Any other flying unit aircrew will be directed to contact Wing Scheduling.

6.5. Abnormal or outside of daily flying procedures will proceed as follows:

6.5.1. During any exercise hosted by Tyndall AFB, Wing scheduling will be the focal point for all flying units to schedule and amend flight plans.

6.5.2. Amendments to flight plans will be made to Clearance Delivery IAW para **6.3.5 and 6.4.1**.

6.5.3. SARM or Wing Scheduling will contact Airfield Management to enter flight plans for those not on the daily flying schedule to be entered into the system and provide notification to Clearance Delivery of the new flight plan.

6.5.4. During LAN outages the RAPCON will enter stereo flight plans via the Flight Data System. Airfield Management will coordinate DD1801 flight plans IAW the Eglin AFB LOA. AM personnel will relay the following information to RAPCON or Clearance Delivery: Call sign; Number/Type of Aircraft; Airspeed; Altitude; estimated time of departure (ETD); Stereo Flight Plan requested.

6.6. Stereo Flight Plans.

6.6.1. Stereo flight plans are stored in the Jacksonville Center computer. These flight plans are activated by AM not more than two hours or less than one hour prior to the flight departure. All stereo flight plans are in an LOA, and most are in the Tyndall In-Flight Guide IFG. Stereo flight plans cannot be used for cross- country flight plans.

6.6.2. Flying squadron flight plans may be filed with AM by 325 FW Wing Scheduling, aircrew or squadron operations (**325OSS.OSAA.airfieldmanagement@us.af.mil**).

6.7. FLIP Accounts, Procedures for Requesting Changes.

6.7.1. Non-procedural changes, and changes to other DoD FLIP shall be made by the AM office.

6.7.2. Procedural changes to Instrument Approach Procedures (IAPs) shall be made by the designated Major Command (MAJCOM) TERPS specialist and coordinated through the AOF/CC.

6.7.3. To establish a FLIP account, change or submit items to be published in FLIPS, or to cancel a FLIP account contact Airfield Management.

Chapter 7

MISCELLANEOUS PROCEDURES

7.1. Local Aircraft Priorities.

7.1.1. The use of air traffic priorities will be in accordance with FAAO 7110.65. For a smoother flow of traffic, the following order or preferential handling will be used when feasible:

7.1.1.1. Air Traffic Control operational priorities listed in FAA JO 7110.65 2-1-4.

7.1.1.2. Drone recoveries. (*see note).

7.1.1.3. IFR Arrivals.

7.1.1.4. Exercise aircraft.

7.1.1.5. DV aircraft.

7.1.1.6. Banner Tow Aircraft.

7.1.1.7. IFR Departures.

7.1.1.8. VFR operations.

7.1.2. Aircraft on their first penetration and approach will be given priority over aircraft flying multiple practice approaches. **Note:** The intent of these priorities is to prevent destroying a full scale drone for a manned aircraft that could have diverted. If a full scale drone can be delayed without being destroyed to avoid a manned aircraft divert, this should be the course of action. If a manned aircraft will be put into an emergency fuel situation the pilot should declare emergency fuel and then will have priority over the full scale drone recovery.

7.2. Airfield Operations Board (AOB).

7.2.1. This board provides a forum for discussing, updating, and tracking various activities associated with support of the flying mission. The AOB will convene quarterly.

7.2.2. The board is chaired by the 325 FW/CV or designated representative, not to be delegated lower than the 325 OG/CD. Agenda items will be IAW DAFMAN 13-204V1.

7.2.3. The AOF/CC is the focal point for scheduling AOB meetings, preparing the agenda, and recording the minutes. The agenda shall include mandatory items and any other pertinent issues the AOB Chairperson deems appropriate IAW DAFMAN 13-204V1.

7.2.4. The following items will be briefed quarterly IAW DAFMAN 13-204V1.

7.2.4.1. Airspace (terminal, enroute, and special use airspace).

7.2.4.2. ATC/Flying Procedures.

7.2.4.3. Military, FAA, or Host Nation concerns.

7.2.4.4. Airfield Operations Flight (AOF Staff, AM, ATC, and RAWS) Staffing

7.2.4.5. RAWS (flight inspection schedule, Air Traffic Control and Landing System (ATCALS) equipment, status, and upgrades).

7.2.4.6. Airfield environment

7.2.4.7. HATRs

7.2.4.8. Status of Airfield Driving Training Program

7.2.4.9. CMAVs

7.2.5. The following items will be briefed annually, and the AOF/CC may modify which annual items are presented in each quarter

7.2.5.1. First Quarter:

7.2.5.1.1. Special Interest Items (SII).

7.2.5.1.2. TERPS.

7.2.5.2. Second Quarter:

7.2.5.2.1. Air Installation Compatible Use Zone (AICUZ).

7.2.5.2.2. Letters of Procedures (LOP) Review.

7.2.5.3. Third Quarter:

7.2.5.3.1. Aircraft Parking Plan.

7.2.5.3.2. Airfield Waivers.

7.2.5.4. Fourth Quarter:

7.2.5.4.1. Results of annual self-inspection.

7.2.5.4.2. Results of Annual Airfield Certification/Safety Inspection and Quarterly Joint Inspection.

Table 7.1. AOB Membership.

Operations Group	Mission Support Group	Tenant	Other Agencies
325th OG Commander or Deputy	325 MSG Commander or Deputy	53 WEG/CC	325th Maintenance Group Commander (MXG/CC)
Local FS/CC	325th Civil Engineering	1 AF (AFNORTH)	325th Flight Safety (325 FW/SE)
325 OG/OGV	325th Security Forces	81st Air Control Squadron	325th Command Post (325 FW/CP)
325 OSS/CC	325th Communications	82 ATRS	U.S. Department of Agriculture (USDA)/Weapons Safety
Flying Units		83 FWS	FAA ATREP
AOF Staff (ATC, AM, NAAM, and TERPS)		44 FG	Any others as deemed necessary by the AOB Chairperson
325th Weather Flight (325 OSS/OSW			
325 RAWS Maintenance Personnel			

7.3. Notice to Airmen (NOTAM) Procedures.

7.3.1. AM is the issuing facility for NOTAMs and Tower is the primary NOTAM monitor. However, internet access is the primary source for NOTAMs. Pilots may access NOTAMs at **https://www.daip.jcs.mil/daip/mobile/index** or by calling Airfield Management in the event the internet is unavailable.

7.3.2. ACC Instrument Flight Procedures (IFP) is the primary NOTAM issuing facility for Class "V" (Procedural) NOTAMs (DSN 574-0710).

7.3.3. In case of website failure, NOTAMs may be obtained from Gainesville FSS (1-800-992-7433).

7.4. Waivers to Airfield/Airspace Criteria.

7.4.1. 325 OSS/DOAS will prepare, and process airspace management documents as required for the following purposes:

7.4.1.1. Airspace proposals directed by environmental requirements as a result of changes in the number or types of aircraft, or hours of utilization for existing airspace.

7.4.1.2. Aeronautical objections to construction activities within Tyndall's airspace area.

7.4.2. Any proposed changes to this regulation (TAFBI 11-250) must follow a coordinated review process. This includes corrections, revisions, amendments, or rewrites, as well as any associated documents to include Letters of Agreement, Operations Letters, and other written agreements that impact airspace or airspace procedures. Prior to submission to the 325 OSS/CC or higher authorities, the following entities must be consulted:

7.4.2.1. 325 OSS/OSA, Airfield Operations Flight Commander (AOF/CC).

7.4.2.2. 325 OSS/DOAS, Chief, Airspace Management.

7.5. Prior Permission Required (PPR) Procedures. The purpose a PPR is to manage aircraft operations. All transients must obtain a PPR number to land at TAFB. The requirement for PPRs includes all aircraft not conducting daily flying operations out of TAFB, Distinguished Visitors (DVs), Special Air Missions (SAM), hazardous cargo and aircraft on AIREVAC/MEDEVAC missions regardless of affiliation for notification and coordination purposes. PPR numbers will not be issued earlier than 7 days prior to arrival and are required to be obtained no later than 24 hours prior to arrival. Requests for PPRs in advance of 7 days prior require Airfield Manager's approval. Requests for PPRs for the same day will not be turned down unless parking, TA servicing, hours of operations, etc., do not permit the operation to take place. PPRs are not required for aircraft that wish to do pattern work only.

7.6. Afterhours Procedures.

7.6.1. AM will:

7.6.1.1. Coordinate afterhours requests through the AOF/CC, who will coordinate for OG/CC approval. AOF/CC will notify each section in the flight of approved afterhours requests.

7.6.1.2. Notify requestor of approval or denial of request.

7.6.1.3. Notify appropriate agencies of all afterhours operations and changes.

7.6.1.4. Open and close the airfield IAW established local procedures

7.6.2. Tower will:

7.6.2.1. Open and close the tower IAW Operating Instruction (OI) 13-204, Tyndall Air Traffic Control Tower Operations. Note. RAWS Maintenance Center will have personnel on standby 24/7 to respond to any concerns during afterhours. The RAWS NCOIC will be secondary point of contact.

7.6.3. Weather Flight will: Provide weather services 24/7, 365 days a year IAW TAFBI 15-101, and as specified in the Flight Information Publication (FLIP). **Note:** The 26 OWS will provide backup weather support to TAFB and transient aircraft during any significant outage and will be posted via NOTAM.

7.6.4. Unless otherwise requested/required, AM and Tower will open the airfield 1 hour prior to the requested arrival/departure time.

7.6.5. If the afterhours request is within two (2) hours of normal duty operations, the airfield (AM, Tower, RAPCON, and WX if required) will remain open for the window between normal duty hours and the afterhours operation; AM will notify 325 FW/CP that the airfield is remaining open.

7.6.6. AM and Tower will remain open until the arriving aircraft has reached its designated parking area and engines are off or a minimum of 15 minutes after the aircraft has departed or is no longer in the airspace, as applicable.

7.6.7. Operations outside approved hours:

7.6.7.1. If 325 FW/CP notifies AM that an aircraft is arriving at/departing Tyndall AFB outside approved hours, and AM/Tower is not yet open:

7.6.7.1.1. AM on-call personnel will make every effort to open the airfield in time for the arrival/departure.

7.6.7.1.2. AOF personnel will notify the Tower on-call personnel of the arriving/departing aircraft and will pass all pertinent information to Tower in a timely manner.

7.6.7.1.3. If applicable, AOF personnel will notify the RAPCON of the arriving/departing aircraft and will pass all pertinent information to the RAPCON in a timely manner.

7.7. Unscheduled/Unauthorized Aircraft Arrivals.

7.7.1. Military aircraft landing at Tyndall AFB without prior approval or coordination are considered unscheduled. Civilian aircraft are not authorized to land without Civil Aircraft Landing Permit IAW AFI 10-1001, Civil Aircraft Landing Permits, and prior approval from the Airfield Manager. Reference **para 7.12**.

7.7.2. CP will contact AM utilizing the stand-by letter. AM is required to update the letter.

7.7.3. For unauthorized aircraft arrival procedures, see Tyndall AFB OPLAN 502.

7.8. Distinguished Visitor Notification Procedures. Upon notification AM will activate the DV checklist.

7.9. Night Vision Device (NVD) Operations. Night Vision Device (NVD) Operations are not conducted by Tyndall AFB aircraft or personnel in the vicinity of the airfield. Visiting unit requests for aircrew night vision goggle operations will be considered on a case-by-case basis and requirements will be addressed in a Letter of Agreement.

7.10. Single Runway Operations.

7.10.1. Occasionally, Tyndall AFB will operate with one of the two runways closed due to either planned maintenance or to unforeseen circumstances (i.e. aircraft IFE). If an unplanned runway closure/suspension is anticipated to last for more than 5 minutes, Tyndall Tower will call on GUARD: **"ATTENTION ALL TYNDALL ASSIGNED AIRCRAFT. TYNDALL AFB IS SINGLE RUNWAY OPS UNTIL FURTHER NOTICE"**. When the runway resumes operations, Tyndall Tower will also announce that fact on GUARD. Whether planned or unplanned, when Tyndall is operating with only a single open runway, all pilots will observe the following procedures:

7.10.1.1. If operations require an alternate, use normal alternate fuels.

7.10.1.2. If the field is VFR with no declared alternate and Northwest Florida Beaches International (ECP) or the Drone Runway are available, pilots will adjust recovery fuel to land at Tyndall with no less than normal recovery fuel.

7.10.1.3. If the field is VFR with no declared alternate and ECP and Drone Runway are not available, all pilots will recover with enough fuel upon initial at Tyndall to then execute a min fuel profile divert to Eglin and land with at least min fuel. Reference diversion range summary tables for approximate divert distances.

7.10.2. The following applies for planned or extended periods of single runway operations:

7.10.2.1. In order to reduce pattern congestion, pilots will minimize patterns to that required for syllabus or check ride events. If possible, conduct multiple approaches/patterns off station.

7.10.2.2. Do not conduct approaches below 550 feet to a closed runway if there is construction, personnel, or vehicles on the runway.

7.10.2.3. The approach end BAK-12 on the open runway will be strung.

7.10.2.4. During outside runway closure, pilots are advised that a PAR approach to the inside runway will be the only available approach when the ceiling is below 500 feet. This requires a minimum of 4 mile spacing between aircraft.

7.10.2.5. During emergencies, pilots should inform the SOF ASAP if their emergency may close the runway and pass their expected land time. Emergency aircraft require full runway separation. Consider having the chase aircraft land first. The SOF will make a guard call and inform all aircraft of the expected runway closure and facilitate a hold plan for all airborne aircraft. Pilots must not delay their decision to divert if they are not certain they have enough fuel to hold.

7.10.2.6. Pilots should only utilize the drone runway if they do not have enough fuel to divert. Reference the In-flight Guide for numerous hazards associated with the drone runway.

7.10.2.7. Hung Ordnance Areas / Hot Brakes Area: The primary location may NOT be open, forcing use of alternate locations (on Taxiway A and J). Be proactive in notifying the SOF of any hung ordnance issues that will result in the temporary closure of the runway.

7.10.2.8. Banner Tows require careful coordination between the SOF and unit Operation Supervisors to facilitate derigging, banner takeoff, and re-rigging of the approach end cable.

7.11. Touch and Go Authorization. 325 FW F-35s are authorized to perform touch-and-go landings as needed to accomplish required training. All other aircraft may conduct touch-and-go landings with Tower WS approval.

7.12. Civil and Foreign Aircraft Operations.

7.12.1. Civil Aircraft Operations at Tyndall AFB will be IAW AFI 10-1001, Civil Aircraft Landing Permits.

7.12.2. Foreign Aircraft Operations at Tyndall AFB will be IAW AFI 10-1801, Foreign Governmental Aircraft Landing at USAF Installations, and 325 FW 31-101, Integrated Defense Plan. **Note:** 325 OSS/OSAA is the designated representative for all landing approval at Tyndall AFB.

7.13. Civil Use of Military Air Traffic Control and Landing System (ATCALS). Tyndall RAPCON, in coordination with Tower, may approve civil aircraft practice instrument approaches to TAFB using base Air Traffic Control and Landing System (ATCALS) provided the approaches terminate in low approaches and they do not delay arriving or departing military aircraft. Tower has final approval authority for these operations. Time permitting, Tower will notify AM of the civil aircraft approach request.

7.14. Weather Dissemination and Coordination Procedures.

7.14.1. Lightning Procedures.

7.14.1.1. Lightning Watch. Informative only and will be issued by the Weather Flight when the potential for lightning is forecasted to be within a 5 NM radius of Tyndall AFB within 30 minutes.

7.14.1.2. Lightning Warning. Issued when lightning is observed within a 5 NM radius of Tyndall AFB. When a Lightning Warning is issued within 5 NM of the Flight line Area, the following will be accomplished.

7.14.1.2.1. Cease refueling and all flight line activity. Evacuate personnel from the flight line to indoor cover or within a flight line vehicle at a minimum.

7.14.1.2.2. Aircraft will not be armed or de-armed during lightning within 5 NM without OG/CC approval.

7.14.1.2.3. In the chocks: Clear the crew chief off and remain running or shut down and clear the flight line. The intent is to expeditiously get the crew chief off the flight line and to safety.

7.14.1.2.4. Taxiing: Contact SOF and expect guidance to either continue taxiing or to return to EOR (primary), ramp (secondary).

7.14.1.2.5. In EOR: F-35, F-22, and QF-16s may taxi back to parking. All others expect to hold until lightning warning is removed and contact SOF for further guidance. The OG/CC and MXG/CC (for all 325 FW assigned/visiting aircraft) or WEG/CC (for WEG assigned, Combat Archer aircraft) will make the ORM decision for aircraft to be pinned, pinned and shutdown or shutdown without pinning. Twin engine fighters may shutdown one engine to extend ground time.

7.14.1.2.6. If airborne: Aircraft may terminate mission, hold, and contact the SOF, or their respective Operations Supervisor (Ops Sup) / TOP3 if there is no designated SOF. If lightning within 5 NM is still active at divert fuel, aircraft will divert or follow SOF/Ops Sup/TOP3 instructions. The SOF/Ops Sup/TOP3 will obtain 325 OG/CC (44 FG/CC during UTA flying, or WEG/CC if only WEG aircraft are airborne) approval for aircraft to land with lightning within 5 NM. **Note:** This guidance does not preclude the SOF/Pilot-In-Command from making time sensitive, safety-of-flight decisions based on weather, fuel state, and ORM assessment. When time allows, the SOF/Ops Sup/TOP3 will contact the respective group CC.

7.14.1.3. Airborne Transient aircraft will be notified of lightning within 5 and will be asked to state their intentions. All transient aircraft on the ground will be held until lightning within 5 is “all clear”.

7.14.2. Wind and Sea State Procedures.

7.14.2.1. Tyndall assigned aircraft (and deployed aircraft in coordination with 53 WEG/CC) will adhere to Wind and Sea State Restrictions IAW AFMAN 11-202V3 ACCSUP 1. Sea state notification will come from the duty forecaster through the 325 FW/CP, notifications will include but are not limited to the 325 OG/CC, SOF, and 53 WEG/CC when the following conditions occur.

7.14.2.2. Condition Yellow: Seas between 8 - 10 feet and/or surface winds between 20 - 25 knots are observed. This observed condition serves as preparatory notification and does not require waivers or action.

7.14.2.3. Condition Red: Seas greater than 10 feet and/or surface winds greater than 25 knots in training or operating areas. An OG/CC (or equivalent) waiver is required to conduct over-water training flights during Sea Condition Red IAW AFMAN 11-202V3-ACCSUP1.

7.14.2.4. 325 FW flying operations will be suspended if observed winds are sustained in excess of 35 knots over land between departure and intended route of flight.

7.14.3. Other ATC weather dissemination and coordination procedures for hazardous/severe weather notifications are IAW TAFBI 15-101.

7.15. Bird/Wildlife Control - Local Bird/Aircraft Strike Hazard (BASH) Program Guidelines.

7.15.1. Bird/Wildlife Aircraft Strike Hazard (BASH). Responsibilities of all concerned agencies, to include bird watch conditions, are defined in the 325 FW bird/wildlife aircraft strike hazard (BASH) Plan 910.

7.15.2. Bird Watch Conditions consist of Low, Moderate and Severe. For more information refer to the 325 FW bird/wildlife aircraft strike hazard (BASH) Plan 910.

7.16. Airfield Photography. Photo passes for the airfield will be IAW 325 FW 31-101, Integrated Defense Plan. AM personnel are authorized to take photos associated with the performance of their duties.

7.17. Unmanned Aircraft System (UAS) and small Unmanned Aircraft System (sUAS) Operations.

7.17.1. UAS and sUAS operations will be conducted IAW DAFMAN 11-502, Small Unmanned Aircraft Systems, the TAFB BOS SUAS CONEMP, Tyndall AFB Class D-E-G 2023-ESA-12429 COA, FAA, and ACC, guidance.

7.17.2. Small Unmanned Aircraft Systems (sUAS) operations are prohibited over Tyndall AFB property. Exceptions to this prohibition may be made IAW guidance.

7.17.2.1. All authorized DoD and/or commercial sUAS operations, to the maximum extent possible, will be scheduled in the 325 FW Daily Flying Schedule.

7.17.3. Tyndall air traffic controllers retain the authority to deny, modify, terminate and cancel sUAS operations.

7.17.4. Tyndall AFB is designated as an Emergency Divert location for RQ-4 aircraft (Group 5 UAS) in distress from Beale AFB or Grand Forks AFB. An RQ-4 requiring emergency assistance shall squawk 7700 and proceed to an 11 to 15 mile straight in approach to runway 14R/32L. Air Traffic Control shall sterilize the local pattern and lower arresting systems. No aircraft should be sequenced inside of an emergency RQ-4 once the aircraft has reached 15 flying miles. Once the aircraft lands and comes to a complete stop, the ground personnel shall remain 170 feet away from the aircraft while the engine is operating due to a radiation hazard from transmitters. Ground personnel shall locate and assemble the on-board towbar adaptor kit. Air Traffic Control can expect a 20-to-30-minute delay on the runway.

7.18. Hazard Reporting Procedures.

7.18.1. AF Form 457, *USAF Hazard Report.*

7.18.2. The USAF Hazard Reporting System (DAFI 91-202) includes hazards that involve flight, ground explosives, health, missile or nuclear safety. Any condition, act, or circumstances that jeopardize the safety or health of personnel, weapons systems, facilities or equipment, must be reported if the condition, act, or circumstance, is not part of a reportable mishap.

7.18.3. Personnel that know of a hazard should fill out an AF Form 457 and give it to the unit safety officer or to 325 FW/SE. All facts should be checked for accuracy prior to submission of the report. Hazard reports will be processed IAW DAFI 91-202.

7.18.4. AF Form 651, *Hazardous Air Traffic Report (HATR).*

7.18.4.1. Personnel who observe a hazardous or potentially hazardous air traffic condition should file a HATR. A flight report of each near mid-air collision (NMAC) should be passed to the nearest air traffic control agency. The following information should be in the flight report:

7.18.4.1.1. Call Sign

7.18.4.1.2. Time and place of occurrence

7.18.4.1.3. Altitude

7.18.4.1.4. Type of other aircraft

7.18.4.1.5. A written NMAC report should be filed after the flight.

7.18.4.2. The HATR should be filed as soon as possible (within 24 hours) through any available means of communication. Normally, it will be filed at the 325 FW Safety Office or AM at the recovery base. However, if this is impractical, notify the safety office of the USAF base where the condition occurred. In all cases, give the safety office all the information needed to prepare AF Form 651.

7.18.4.3. High Accident Potential (HAP) Mishap Reporting.

7.18.4.3.1. Any 325 FW pilot that has a HAP mishap as defined in DAFI 91-202 will do the following as soon as possible after landing:

7.18.4.3.2. Notify the 325 FW Flight Safety Officer directly or through 325 FW/CP.

7.18.4.3.3. If the pilot is not sure that the mishap is a HAP mishap, the 325 FW Flight Safety Officer should be called for clarification. Maintenance personnel that find an aircraft discrepancy that should have been reported as a HAP mishap, but was not, should call the 325 FW Flight Safety Officer immediately.

7.18.4.4. The SOF will be informed of all incidents as soon as practical. All information will be passed, but notification should not be delayed in order to gather more. The following should be passed:

7.18.4.4.1. Type of aircraft and call sign(s).

7.18.4.4.2. Pilot's intentions.

7.18.4.4.3. Control Agency.

7.18.4.4.4. Description of incident.

7.18.4.5. Pilots making an emergency landing, or experiencing any unusual event, will contact Unit Flight Safety Office (FSO) or Wing Safety for next steps immediately upon landing.

7.19. Aero Club Operations. Not applicable at Tyndall AFB.

7.20. Airfield Snow Removal Operations. Due to local climatology Tyndall AFB does not have any locally assigned snow removal equipment. In the event of frozen precipitation prevent airfield operations the airfield will remain closed until enough frozen precipitation has melted.

7.21. Contractors on Airfield.

7.21.1. Contractors not possessing a current AF Form 483 issued by Tyndall AFB must receive local training from the Wing Airfield Driving Program (WADPM) or designated Airfield Management representative prior to being permitted to operate a vehicle on the airfield.

7.21.2. Contractor training will be scheduled by appointment with WADPM or designated representative.

7.21.3. Contractors will minimize the number of airfield drivers to the absolute minimum required to perform the project. Routes to and from the project work site are restricted to only those routes identified in the airfield construction waiver or approved by the Airfield Manager if no construction waiver is required.

7.21.4. It is the primary contractor's responsibility to ensure subcontractors receive training, an AF Form 483, and a vehicle pass (if required) prior to starting work. If the subcontractor(s) or additional personnel are unable to receive this training, the contractor must provide a qualified escort.

7.21.5. All vehicles will have markings and/or lighting that is visible during periods of reduced visibility to include nighttime operations. Vehicle flashers may be used as an option. Failure to ensure that the vehicles are visible will result in removal from the airfield and applicable leadership notification.

7.21.6. Contractors who are qualified to operate on the airfield will meet delivery vehicles at a location off the airfield and escort the vehicle(s) to and from the project site utilizing the approved routes.

7.21.7. At a minimum, all contractors operating on the airfield will comply with the information included in this section, DAFI 13-213 and the Tyndall Air Force Base Airfield Driving Supplement. Contractors operating on the airfield to include those not driving a vehicle who violate the established procedures will be banned from operating on the airfield. Replacement drivers are the contractor's responsibility.

CHRISTIAN M BERGTHOLDT Colonel, USAF
Commander, 325th Fighter Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits,* 22 August 2011

AFI 10-1801, *Foreign Government Aircraft Landings at USAF Installations,* 24 September 2018

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System,* 12 February 2018

AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO),* 4 February 2019

AFI 33-322, *Records Management and Information Governance Program,* 22 March 2020

AFI 11-418, *Operations Supervision,* 22 December 2021

AFMAN 11-202V3, *Flight Operations,* 9 January 2022

AFMAN 11-218, *Aircraft Operations and Movement on the Ground,* 4 April 2019

AFMAN 24-604, *Preparation of Hazardous Materials for Military Air Shipments,* 8 October 2020

AFMAN 33-302, *Freedom of Information Act Program,* 18 April 2018

DAFI 13-213, *Airfield Driver's Program,* 3 February 2020

DAFMAN 13-204 Vol 1, *Management of Airfield Operations,* 21 July 2020

DAFMAN 13-204 Vol 2, *Airfield Management,* 19 September 2024

DAFMAN 13-204 Vol 3, *Air Traffic Control,* 25 April 2024

DAFMAN 13-204 Vol 4, *Radar, Airfield, and Weather Systems,* 12 May 2024

DAFMAN 91-201, *Explosive Safety Standards,* 27 May 2020

DAFMAN 91-223, *Aviation Safety Investigations and Reports,* 19 September 2022

FAA JO 7110.65, *Air Traffic Control,* 20 February 2025

Prescribed Forms

None

Adopted Forms

DD Form 1801*, DoD International Flight Plan*

AF Form 457, *USAF Hazard Report*

AF Form 483, *Certificate of Competency*

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

AF Form 847, *Recommendation for Change of Publication*

AF Form 3616, *Daily Record of Facility Operation*

Abbreviations and Acronyms

ACMI—aerial combat maneuvering instrumentation

ADX—air defense exercise

AFI—Air Force Instruction

AFMAN—Air Force Manual

AGE—aerospace ground equipment

AGL—above ground level

AGTS—aerial gunnery target set

AIS—aeronautical information system

AM—airfield management

AMIS—advanced meteorological information system

AOB—airfield operations board

AOE—airfield operability explosive ordnance disposal

AOF—airfield operations flight

APA—apalachicola protected area

ARR—arrival control

ARTCC—air route traffic control center

ARU—airborne radar unit (i.e. AWACS)

ASR—airport surveillance radar

ATC—air traffic control

ATCAA—air traffic control assigned airspace

ATIS—automatic terminal information service

BAK-12—bidirectional pick-up cable and a mechanical energy absorber

BAK-15—remotely raised unidirectional full size net barrier system

BASH—bird/wildlife aircraft strike hazard

CFA—controlled firing area

CFME—continuous friction measuring equipment

CIC—controller in charge

CMA—controlled movement area

DAFPD—Air Force Policy Directive

DAFMAN—Department of the Air Force Manual

DASR—digital air surveillance radar

DATIS—digital automatic terminal information service

DME—distance measuring equipment

DOD—Department of Defense

DPZ—drone protection zone

DV—distinguished visitor

EAL—entry authorization list

ECP—Northwest Florida Beaches International Airport (Panama City)

ELT—emergency locator transmitter

EPU—emergency power unit

EOD—explosive ordnance disposal

EOR—end of runway

ETA—estimated time of arrival

ETD—estimated time of departure

FAA—federal aviation administration

FGS—fighter generation squadron

FLIP—flight information publication

FOD—foreign object damage/debris

FS—fighter squadron

FSAT—full scale aerial target

GCI—ground-controlled intercept (MRU)

GRASI—gulf regional airspace initiative

GTIMS—global training integration management system

IAP—instrument approach procedure

IAW—in accordance with

IC—incident commander

IFE—in-flight emergency

IFG—in-flight guide

IMC—instrument meteorological conditions

IFR—instrument flight rules

ILS—instrument landing system

KIAS—knots indicated airspeed

LASDT—low altitude step-down training

LFA—large frame aircraft

LLA—low-level area

LMR—land mobile radio

LOA—letter of agreement

LOC—localizer only approach

LOP—letter of procedure

MARSA—military authority assumes responsibility for separation of aircraft

MAJCOM—major command

MB-100—pick up cable and a unidirectional textile brake system

MDS—mission design series (aircraft type)

MEQ—mission essential quantities

MOA—military operations area

MOC—maintenance operations center

MRU—military radar unit (GCI)

MSS—mission management section

MSL—mean sea level

MTR—military training route

MX—maintenance

NAS—national airspace system

NEW—net explosive weight

NM—nautical mile

NORDO—aircraft with an inoperative radio

NOTAM—notice to airmen

NVD—night vision device

OI—operating instruction

OPR—Office of Primary Responsibility

Overrun—extension of a runway that is not normally used

PAM—Tyndall/TACAN identifier

PAPI—precision approach path indicator

PAR—precision approach radar

PCAS—primary crash alarm system

PFO—precautionary flame out

POFZ—precision obstacle free zone

PPR—prior permission required

QF-16—manned/unmanned drone aircraft-may be remotely controlled

RAWS—radar, airfield, and weather systems

RAPCON—radar approach control facility

RCR—runway condition reading

RDS—records disposition schedule

RSRS—reduced same runway separation

RSC—runway surface condition

RWY—runway

SA—situational awareness

SSA—special activity airspace

SAAM—special assignment airlift mission

SAM—special air mission

SCN—secondary crash net

PFO/SFO—precautionary flameout/simulated flameout

SOF—supervisor of flying

SSAT—sub-scale aerial target

SUA—special use airspace

TA—transient alert

TACAN—tactical air navigation

TDY—temporary duty

TERPS—terminal instrument procedures

UAS—unmanned aircraft system

USDA—United States Department of Agriculture

UTA—unit training assembly

VFR—visual flight rules

VMC—visual meteorological conditions

WS—watch supervisor

WSEP—weapon system evaluation program

ZMA—miami center

Office Symbols

HQ ACC/A3—Headquarters Air Combat Command/Air, Space and Information Operations

44 FG—44 Fighter Group

53 WEG—53 Weapons Evaluation Group

325 CES—325 Civil Engineering Squadron

325 FW—325 Fighter Wing

325 FW/CP—325 Fighter Wing/Command Post

325 MXG/CC—325 Maintenance Group/Commander

325 OG/CC—325 Operations Group/Commander

325 OSS/CC—325 Operations Support Squadron/Commander

325 OSS/DO—325 Operations Support Squadron/Director of Operations

325 OSS/DOAS—325 Operations Support Squadron/Director of Airspace

325 OSS/OSA—325 Operations Support Squadron/Operations Support Agency

325 OSS/OSAA—325 Operations Support Squadron/Operations Support Airlift Agency

325 OSS/OSOS—325 Operations Support Squadron/Operations Support Office of Scheduling

SARM—Squadron Aviation Resource Management

FS—Fighter Squadron

Attachment 2

ATC PATTERN COMMUNICATION EXAMPLE

A2.1. VFR Entry Point for Initial.

A2.1.1. Pilot: “Checker 1, X-Ray West” (“Initial” is assumed)

A2.1.2. Tower will direct aircraft to report initial to appropriate runway

A2.1.3. Pilot: “Checker 1, 14R” (acknowledge the runway assigned)

A2.2. Report Initial with Intentions:

A2.2.1. Pilot: “Raptor 1, initial 14R, option”

A2.2.2. Tower will acknowledge and issue any instructions if required (e.g. break departure end)

A2.2.3. **If nonstandard break directed.** “Raptor 1, departure end break”

A2.3. Report Base and Gear with Intentions:

A2.3.1. Pilot: “Bones 1, base, gear, stop, right”

A2.3.2. Tower will issue clearance (example: “Bones 1, runway 14R, (wind) cleared to land”)

A2.3.3. Pilot: “Bones 1” (acknowledge the clearance assigned if different then requested, ie. “Bones 1, cleared low approach 14R”)

A2.4. VFR Arrivals for Straight-In:

A2.4.1. Pilot: “Hornet 1, Sky-Ten, straight-in”

A2.4.2. Tower will direct aircraft to report 5 NM final for either runway (14L/32R is the default)

A2.4.3. Pilot: “Hornet 1, 32R” (acknowledge the runway assigned)

A2.5. Straight-in 5 NM Call:

A2.5.1. Pilot: “Beagle 1, 5 miles, gear down, touch-and-go, right”

A2.5.2. Tower will issue clearance (example: “Beagle 1, runway 32R, (wind) cleared touch-and- go)

A2.5.3. Pilot: “Beagle 1” (acknowledge the clearance if different then requested, i.e. (Beagle 1, cleared to land 32L”).

A2.6. Closed Traffic:

A2.6.1. Requesting departure end closed:

A2.6.1.1. Pilot: “Knight 1, request closed, touch-and-go”

A2.6.1.2. Tower will approve the request if traffic allows or direct a right/left out Example: “Closed approved”

A2.6.2. Requesting present position closed (either runway):

A2.6.2.1. Pilot: “Hornet 1, request present position closed, option”

A2.6.2.2. Tower will respond accordingly. Example: “Hornet 1, present position closed traffic approved”

A2.6.3. Requesting transition to opposite runway (32R example):

A2.6.3.1. Pilot: “Bones 1, request left-closed, full stop”

A2.6.3.2. Tower will respond accordingly. Example of approved request: “Bones 1, left-closed traffic approved, runway 32L”

A2.6.3.3. Pilot: “Bones 1”

A2.7. Turning Crosswind for Outside Downwind:

A2.7.1. No radio call is required; time and conditions permitting, a “left-out” or “right-out” call can be made to communicate intentions to proceed to initial via outside downwind if not crossing the opposite runway, Runway 14R example:

A2.7.1.1. Pilot: (time and conditions permitting) “Elder 1, right-out, Shell” Tower will acknowledge

A2.7.2. At the VFR reporting points, pilots may request/Tower may direct a different runway for sequencing; Example 1:

A2.7.2.1. Pilot: “Mutt 1, Ranch”

A2.7.2.2. Tower will direct aircraft to report initial to either runway (established side is the default)

A2.7.2.3. Pilot: “Mutt 1, 32R” (acknowledge the runway directed)

A2.7.3. Pilots may request/Tower may direct a different runway for sequencing; Example 2:

A2.7.3.1. Pilot: “Bear 1, Ranch, request 32L”

A2.7.3.2. Tower will direct aircraft to the requested runway if traffic sequencing allows.

A2.7.3.3. Pilot: “Bear 1, 32L” (acknowledge the runway directed)

A2.8. Re-Entering VFR Pattern at X-Ray West, East, Sky-Ten for Initial:

A2.8.1. Runway 32L example:

A2.8.1.1. Pilot: “Elder 1, left out, re-enter Sky-Ten” (“Initial” is assumed)

A2.8.1.2. Tower will acknowledge

A2.8.2. Crossing extended centerline of opposite runway. Runway 32L example:

A2.8.2.1. Pilot: “Maxim 1, request right-out, re-enter X-Ray East” (“Initial” is assumed)

A2.8.2.2. Tower will approve request if traffic allows or direct an out if required (left out in this example)

A2.8.2.3. Pilot: “Maxim 1”

A2.9. Re-Entering VFR Pattern at X-Ray West, East, Sky-Ten for Straight-In (14L example):

A2.9.1. Pilot: “Sweep 2, request right-out, re-enter X-Ray West, straight-in”

A2.9.2. Tower will approve the request if traffic allows or direct out to the opposite direction (left out in this example)

A2.9.3. Pilot: “Sweep 2”

A2.10. Breakout:

A2.10.1. Format: “(Call sign), (location), breaking out (reason, if necessary) for (destination)”

A2.10.2. Pilot: “Cujo 2, perch point, breaking out for Ranch”

A2.10.3. Tower will acknowledge and issue traffic advisories and flow direction as required

A2.11. Departing VFR Traffic Pattern for Instrument Approach:

A2.11.1. Pilot: “Hound 1, following this pattern request to climbout back to radar”

A2.11.2. Tower will direct aircraft to standby and maintain VFR while coordinating

A2.11.3. Pilot: “Hound 1”

A2.11.4. Tower will issue climb out instructions and a departure frequency when coordination is complete.

A2.11.5. Pilots will acknowledge (example: “Hound 1, standard climb out, channel 7”)

Attachment 3

ATC PATTERN COMMUNICATION EXAMPLE

A3.1. IFF Procedures.

A3.1.1. Squawk Mode 3/7600. Strangle mode 2.

A3.1.2. If unable to squawk, consider optimizing signature for detection (as fuel state allows).

A3.1.3. If able to recover in VMC, follow VFR procedures below.

A3.1.4. If unable to recover in VMC, follow IFR procedures below.

A3.2. VFR Procedures.

A3.2.1. Return to the traffic pattern avoiding departure corridors, training areas and drone launch/recovery areas.

A3.2.2. Enter the normal traffic pattern, fly alongside the outside Runway at 1,000 feet, rocking wings and clearing. At departure end, turn and climb to 1,600 feet.

A3.2.3. For cable engagement, if unable to coordinate via radio, and if safety allows, pilots will execute a low approach with hook down to communicate to tower the need for a cable engagement. If fuel or safety requires an immediate landing, pilots of the emergency aircraft in need of a cable engagement will land as required.

A3.3. IFR Procedures.

A3.3.1. Departure - If outside 35 DME or above FL230, follow lost comm procedures in the flight information handbook. If within 35 DME of PAM TACAN and below FL230.

A3.3.2. Runway 14: Squawk 7600. After one minute, climb/descend and maintain 8000’ direct NENCY and hold as published. Commence approach 30 minutes after departure time.

A3.3.3. Runway 32: Squawk 7600 and turn left to remain within 7 DME of the PAM TACAN to remain clear of W-151. After one minute, climb/descend and maintain 8000’ direct to SUSIE and hold as published. Commence approach 30 minutes after departure time.

A3.4. Working Area. Proceed to the appropriate holding fix for the active runway at one of the following altitudes and hold until the estimated time of arrival (ETA), then descend in the holding pattern to the IAF altitude and penetrate. If already below the IAF altitude, penetrate from your present altitude.

A3.4.1. Positive Control Airspace: Last assigned or lowest in the assigned block.

A3.4.2. LLA: 4000'.

A3.4.3. COMPASS LAKE/ CARRABELLE / W470 / W151: IFR - FL180. **NOTE:** W470/151D - Recover via SPLSH / FELEX arrival procedures and proceed direct IAF at TROWT or OYSTE. **NOTE:** W151B – Recover direct IAF.

A3.5. Recovery. Follow the lost communications instructions received from approach. If instructions have not been given:

A3.5.1. Enroute Descent – Proceed to the IAF at the last assigned altitude or EMERGENCY safe (3300 feet), whichever is higher, and execute the published approach.

A3.5.2. Established in the Radar Pattern – Climb to 3,000 feet and approximate a normal radar pattern. Intercept the 14 DME arc, arc left/right to intercept published IAP for Runway 14L/32R and execute the published approach.

A3.6. Ground.

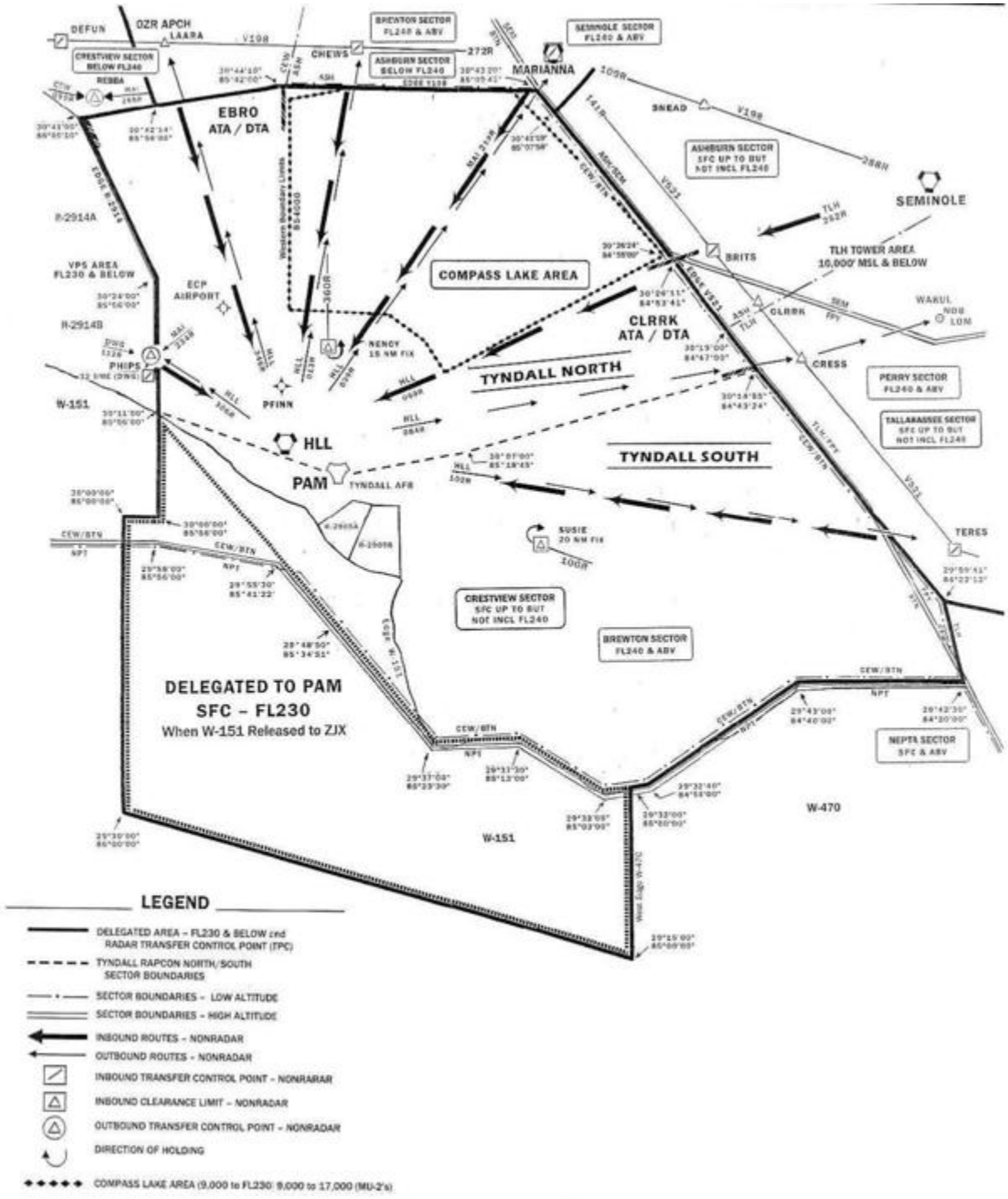
A3.6.1. Turn on Taxi light and taxi to park.

A3.6.2. If you need to cross a runway, get the attention of Tower by pointing the nose of the aircraft at the Tower and flash the landing light. Wait for a flashing green light from Tower. Then, proceed to cross the runway.

Attachment 4

TYNDALL TERMINAL AREA

Figure A4.1. Tyndall Terminal Area.



Attachment 5

LOCAL ARRIVALS (FOR REFERENCE ONLY)

Figure A5.1. SPLSH-THREE ARRIVAL.

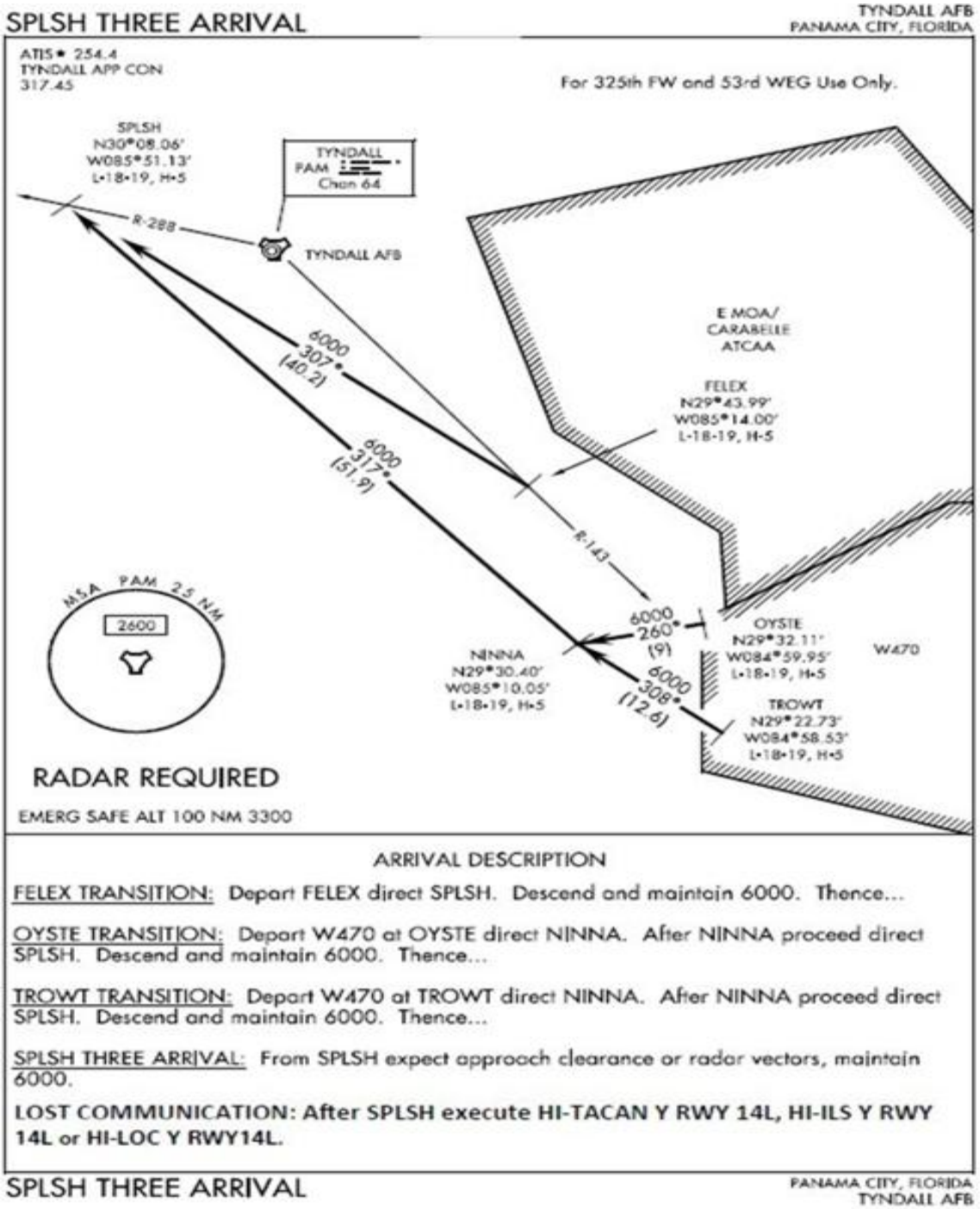
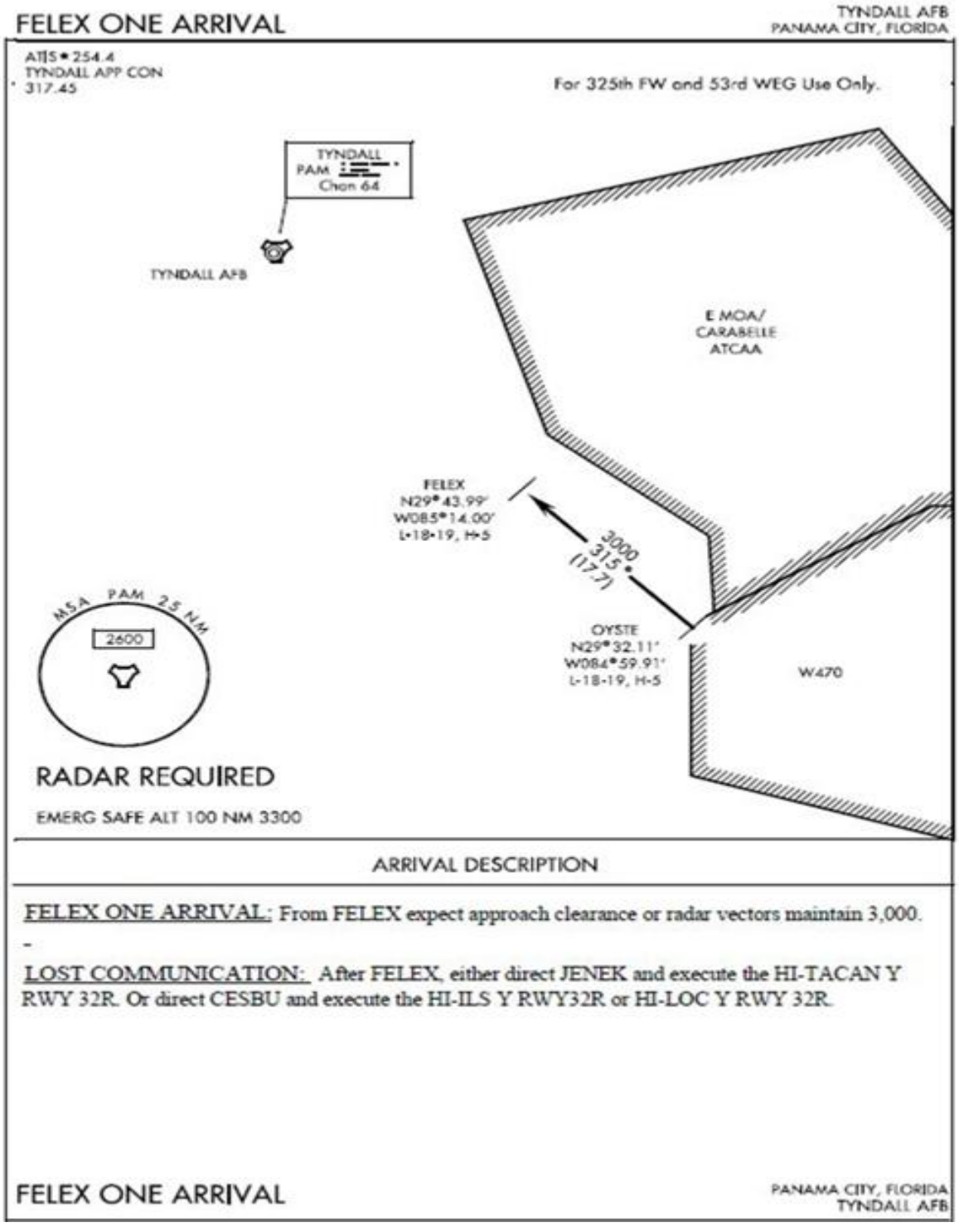


Figure A5.2. Felex-One Arrival.



Attachment 6

LOA FOR PRECAUTIONARY FLAMEOUT (PFO/SFO) PATTERN USAGE AT TYNDALL AFB FL (FOR REFERENCE ONLY)

Figure A6.1. LOA For Precautionary Flameout (PFO/SFO) Pattern Usage at TYNDALL AFB FL (For Reference Only).

LETTER OF AGREEMENT BETWEEN
33D OPERATIONS GROUP
53d WEAPONS EVALUATION GROUP
96TH OPERATIONS GROUP
187TH OPERATIONS GROUP AND
325TH OPERATIONS GROUP

Effective: 01 Jan 2026

SUBJECT: LOA for Precautionary Flameout/Simulated Flameout (PFO/SFO) Pattern Usage at Tyndall AFB FL

PURPOSE: To establish procedures and responsibilities for local area aircraft, transient aircraft, and aircraft temporarily stationed at Tyndall (eg Weapon System Evaluation Program or Checkerflag) to fly PFO/SFO patterns at Tyndall AFB. This LOA supplements FAA 7110.65, FAAO 7610.4 and AFI 13-204v3 and supersedes same LOA dated 12 Feb 2018.

Note: Although F-16 pilots typically use the term "simulated flameout" vice "precautionary flameout," the patterns are considered the same for the purposes of this LOA.

SCOPE: This LOA governs how PFO/SFO operations will occur as well as the responsibilities of participating aircraft and air traffic controllers. Aircrews desiring to conduct PFO/SFO training at Tyndall AFB will follow the procedures outlined below and will be allowed on a non-interference basis with local Tyndall pattern operations.

RESPONSIBILITIES: Pilots will brief and know these procedures prior to requesting PFO/SFO approaches at Tyndall AFB. Air traffic control's rendering of services set forth in this LOA does not absolve aircrews from operating IAW 14 CFR parts 91.111 and 91.113, other appropriate subparts of 14 CFR part 91, and/or applicable military regulations.

GENERAL PROCEDURES AND RESTRICTIONS:

F-35/F-16 weather minimums: Ceiling 1,000 feet above initial reporting point (High Key, Low Key, 10-mile final) and 5 miles visibility based on the official weather report.

PFO/SFO patterns are VFR maneuvers and ATC shall only approve PFO/SFOs between sunrise and sunset.

Aircrew will request to conduct PFO/SFOs at Tyndall upon initial contact with Tyndall Radar Approach Control (RAPCON) to ensure the request can be supported prior to the aircraft arriving in Tower's airspace. If the aircraft is in the VFR Tower pattern, aircrew will request the PFO/SFO at least 1 pattern prior for coordination.

When overhead PFO/SFOs will be conducted, Tower shall request PFO/SFO airspace from RAPCON prior to approving the procedure. The PFO/SFO airspace is defined as a cylindrical block of airspace from SFC-12,000 MSL utilizing the same lateral boundaries as the Tyndall Class Delta.
Note: 10,000 feet MSL will be the standard altitude for High Key unless requested otherwise.

Tower may deny or cancel PFO/SFOs either before or after the start of the maneuver based on traffic or for other reasons. A PFO/SFO will not be initiated or continued if a potential traffic conflict exists which would divide pilot attention between executing the approach and sequencing with traffic. This does not prohibit initiation or continuation of an PFO/SFO approach with other aircraft in the pattern that will sequence ahead of or behind the PFO/SFO.

IAW TAFB 11-250, practice approaches are the lowest priority at Tyndall AFB. Due to the complexity of PFO/SFO approaches, controllers will make every attempt to limit cancellation of PFO/SFOs prior to the aircraft turning base key for the overhead PFO/SFO or 5-mile final for a SI-PFO/SFO.

Approval of PFO/SFO by the Tower does not absolve the pilot from their responsibility to comply with VFR see and avoid requirements and right-of-way rules IAW AFI 11- 202v3.

The airspeed range is 180 to 250 KIAS and will be determined by the aircraft weight.

Tactical Initials shall not be approved to any runway when an SI-PFO/SFO has been approved or an aircraft has been cleared from High Key.

Aircraft conducting a PFO/SFO maneuver will terminate the approach in a low-approach, touch-and-go or full-stop.
The Tower Watch Supervisor is the approval authority for authorizing PFO/SFO approaches.

OVERHEAD PFO/SFO PATTERN PROCEDURES:

No more than four aircraft are authorized to hold at a PFO/SFO pattern reporting point (e.g. holding at High Key at different altitudes).

No more than three aircraft will be allowed to execute PFO/SFO procedures simultaneously (e.g. one aircraft authorized to High Key, Low Key and Short Final/Low- Approach).

Note: Does not include the aircraft in holding at High Key or safety chase aircraft.

PFO/SFO aircraft shall not be released from High Key with any aircraft between 8NM and 2NM final to the same runway.

Tower will not approve PFO/SFOs if more than 15 aircraft are inside of 15 miles of the field, to include aircraft released for departure. In addition to the 15 aircraft limit, the Local Controller (LC) will not approve PFO/SFOs if more than 15 aircraft are ready for departure. Pilots must maintain visual separation from other aircraft in the PFO/SFO patterns.

Unless Tower specifies otherwise, overhead PFO/SFOs conducted to the inside runway (14R/32L) will be flown to the south, and overhead PFO/SFOs conducted to the outside runway (14L/32R) will be flown to the north.

Note: When High Key is requested on the go it is understood that the PFO/SFO will be conducted to the same runway unless specified by Tower.

To protect the overhead pattern, aircraft conducting PFO/SFO approaches will not climb to High Key prior to the departure end of the runway unless instructed otherwise by Tower.

F-35/F-16 High Key altitude is 7,000 - 12,000 feet MSL. Low Key is 3,000 – 6,000 feet MSL. Requested deviations from these altitudes may be approved by Tower on a case-by-case basis.
Note: 10,000 feet MSL will be the standard altitude for High Key unless requested otherwise.
On each approach the pilot will *"REQUEST HIGH KEY"* and report *"HIGH KEY," "LOW KEY," and "BASE KEY"*
At the Request High Key call, Tower will respond with *"REPORT HIGH KEY (RWY)" or "UNABLE PFO/SFO, (reason, additional instruction)."*

At the High Key call, Tower will respond with *"HOLD/ORBIT AT HIGH KEY"* or *"REPORT LOW KEY (RWY)."*
Note: *If the PFO/SFO will terminate in anything other than a Low Approach, the pilot shall advise Tower at High Key.*

At the Low Key call, Tower will issue the landing clearance *"(RWY)CLEARED LOW APPROACH/TOUCH AND GO/ FULL-STOP".*

If Tower needs to break out the aircraft, it shall be done prior to turning Base Key and using the phraseology *"(Call-sign), TERMINATE OVERHEAD PFO/SFO, (reason- time permitting, and follow-on instructions)."* If the aircraft is at or inside of Low Key, Tower shall instruct the aircraft to *"(Call-sign) GO-AROUND"* and issue other instructions as necessary.

STRAIGHT-IN PFO/SFO APPROACHES (SI-PFO/SFO):

Simultaneous arrivals are not permitted to parallel runways when an aircraft is conducting a SI-PFO/SFO.

Pilots will request SI-PFO/SFOs with Tyndall Approach NLT 20 miles out using the following verbiage: *"(Call sign), Request SI-PFO/SFO for runway 14L/R (32L/R)"* and expect to receive 10nm centerline or Sky 10 at 9.5K.

The ATC de-confliction cutoff point for the SI-PFO/SFO is 10-mile final. When the pilot reports 10 miles, there shall be no preceding VFR or IFR aircraft established on final OR initial for either runway.

Tower controllers must have visual contact, or see the aircraft on the tower radar display, by 3 NM or the SI-PFO/SFO will be broken out.

If Tower needs to break out the aircraft, it shall be done prior to 5-mile Precautionary Flameout Final and using the phraseology: *"(Call-sign), TERMINATE SI-PFO/SFO, REPORT INITIAL (RWY)."* If the aircraft is at or inside of 5-mile Precautionary Flameout, Tower shall instruct the aircraft to *"(Call-sign) GO-AROUND"* and issue other instructions as necessary.

Note: If the pilot is instructed to report initial and is unable, they will advise Tower immediately for additional coordination.

Runway 14 SI-PFO/SFO Operations:

The entry point for SI-PFO/SFO (Runway 14) is 10NM extended runway centerline at 9,500 feet MSL. See Attachment 2. Due to congested airspace, there will be no procedure, requests, or instructions for holding while awaiting SI- PFO/SFO approval.

Upon receiving approval to conduct SI-PFO/SFO, pilots will be instructed to proceed to 10-Mile Precautionary Flameout Final. Prior to reaching 15-miles to fly, pilots will be instructed to contact Tower.

Pilots shall report *"10-MILE SFO/PFO FINAL,"*
and *"5-MILE SFO/PFO FINAL."* Except for safety-of- flight, Tower shall not cancel the SI-PFO/SFO inside of 5-mile Precautionary Flameout Final.

Runway 32 SI-PFO/SFO Operations:

The entry point for SI-PFO/SFO (Runway 32) is Sky 10 at 9,500 feet MSL. See Attachment 2. Aircraft will be switched to Tower no later than 15- miles to fly.

If immediate approval has not been granted for the SI-PFO/SFO, RAPCON may instruct pilots to hold at 9,500 feet MSL over Sky-10 until tower approves
the SI-PFO/SFO.

Upon receiving approval to conduct SI-PFO/SFO, pilots will be instructed to proceed to 10-mile Precautionary Flameout Final and to contact Tower.

Pilots shall report *"10-MILE PRECAUTIONARY FLAMEOUT FINAL"*
and *"5-MILE PRECAUTIONARY FLAMEOUT FINAL."* Except for safety-of- flight, Tower SHALL not cancel the SI-PFO/SFO inside of 5-mile Precautionary Flameout Final.

ALTERNATE ENTRY PFO/SFO APPROACHES (AE-PFO/SFO):

The AE- PFO/SFO will be initiated between PAM TACAN radials 170 and 290 to 14R/32L and 010 and 110 to 14L/32R and will not commence prior to reaching 10NM from the airfield to avoid conflict with congested civilian traffic corridors. See attachment 3.

Pilots shall report no later than 15 flying miles with intentions to execute Alt-Entry PFO/SFO from Radial, Altitude to Runway. *APPROACH (Call-sign) REQUEST ALT- ENTRY PFO/SFO FROM 290 RADIAL AT 12,000 MSL FOR RWY 14R.* Participating aircraft will begin the approach between 7000'-12,000', with reporting and communication as follows i.e. *(Call-sign) HIGH KEY, LOW KEY,.*

If the pilot intends to re-enter for an AE- PFO/SFO while inside Tower's airspace, the request must be made with Tower. Tower will coordinate with RAPCON, prior to transferring the aircraft to RAPCON to set-up for the approach. Requests should be made at least one pattern in advance for coordination.

Tower will ensure no aircraft (IFR or VFR) is between 8NM and 2NM final or released from High Key to the same runway once the aircraft has been approved to commence the approach.

Tower controllers must have visual contact, or see the aircraft on the Tower Radar Display, by 3 NM or the AE-PFO/SFO will be broken out.

Tower may cancel the approach by stating *"(Call-sign), TERMINATE PFO/SFO, (alternate instructions)."*

EFFECTIVE DATE, PERIODIC REVIEW AND TERMINATION:

This LOA will be reviewed annually and updated when required IAW AFI 13-204 volume series. Any party can cancel this LOA by providing 30-day written notification. All proposed operational changes require HQ ACC/A3AO review and approval prior to implementation.

Questions about this letter may be addressed to 325 OG/OGV at DSN 523-3257.

THULIN.RYAN.CHRISTOPHER.1240764721 Digitally signed by THULIN.RYAN.CHRISTOPHER.1240764721 Date: 2026.01.10 16:41:44 -06'00'

BRYANT.LEE.W.1047836898 Digitally signed by BRYANT.LEE.W.1047836898 Date: 2026.01.21 11:13:45 -06'00'

RYAN C. THULIN, Colonel, USAF
Commander, 33d Operations Group

LEE W. BRYANT, Colonel, USAF
Commander, 96th Operations Group

CROWELL.SCOTT.TEMPLETON.1240763849 Digitally signed by CROWELL.SCOTT.TEMPLETON.1240763849 Date: 2026.01.28 09:53:30 -06'00'

BAUGHMAN.BRANDON.PAUL.1255506982 Digitally signed by BAUGHMAN.BRANDON.PAUL.1255506982 Date: 2026.01.29 12:42:48 -06'00'

SCOTT T CROWELL, Colonel, USAF
Commander, 53d Weapons Evaluation Group

BRANDON P. BAUGHMAN, Lt. Col, USAF
Acting Commander, 187th Operations Group

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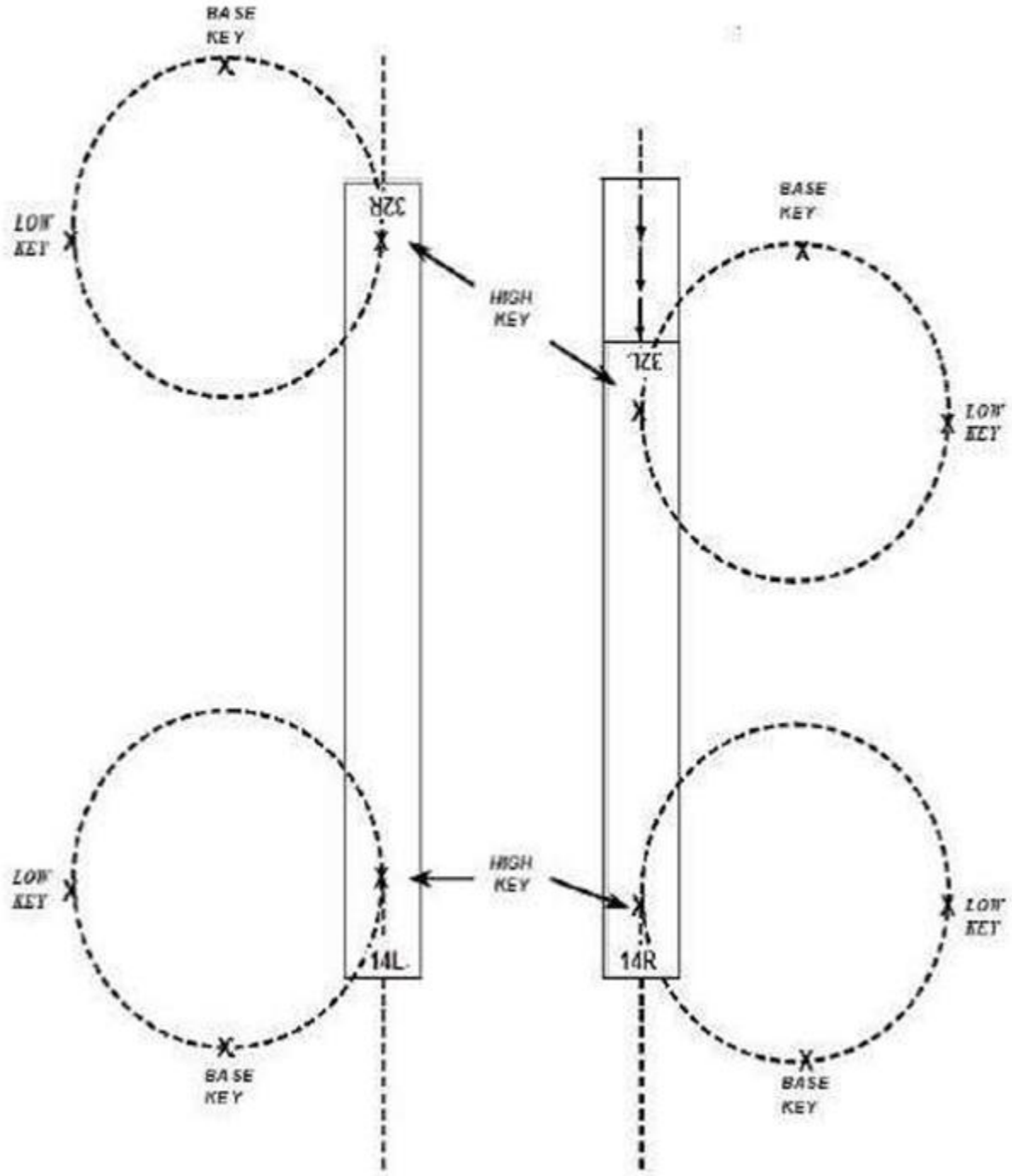
TYLER A. NIEBUHR, Colonel, USAF
Commander, 325th Operations Group

Figure A6.2. Overhead PFO/SFO Pattern.

ATTACHMENT 1: OVERHEAD PFO/SFO PATTERN		
TYPE AIRCRAFT	HIGH KEY	LOW KEY
F-35 & F-16	7,000 – 12,000 MSL	3,000 – 6,000 MSL



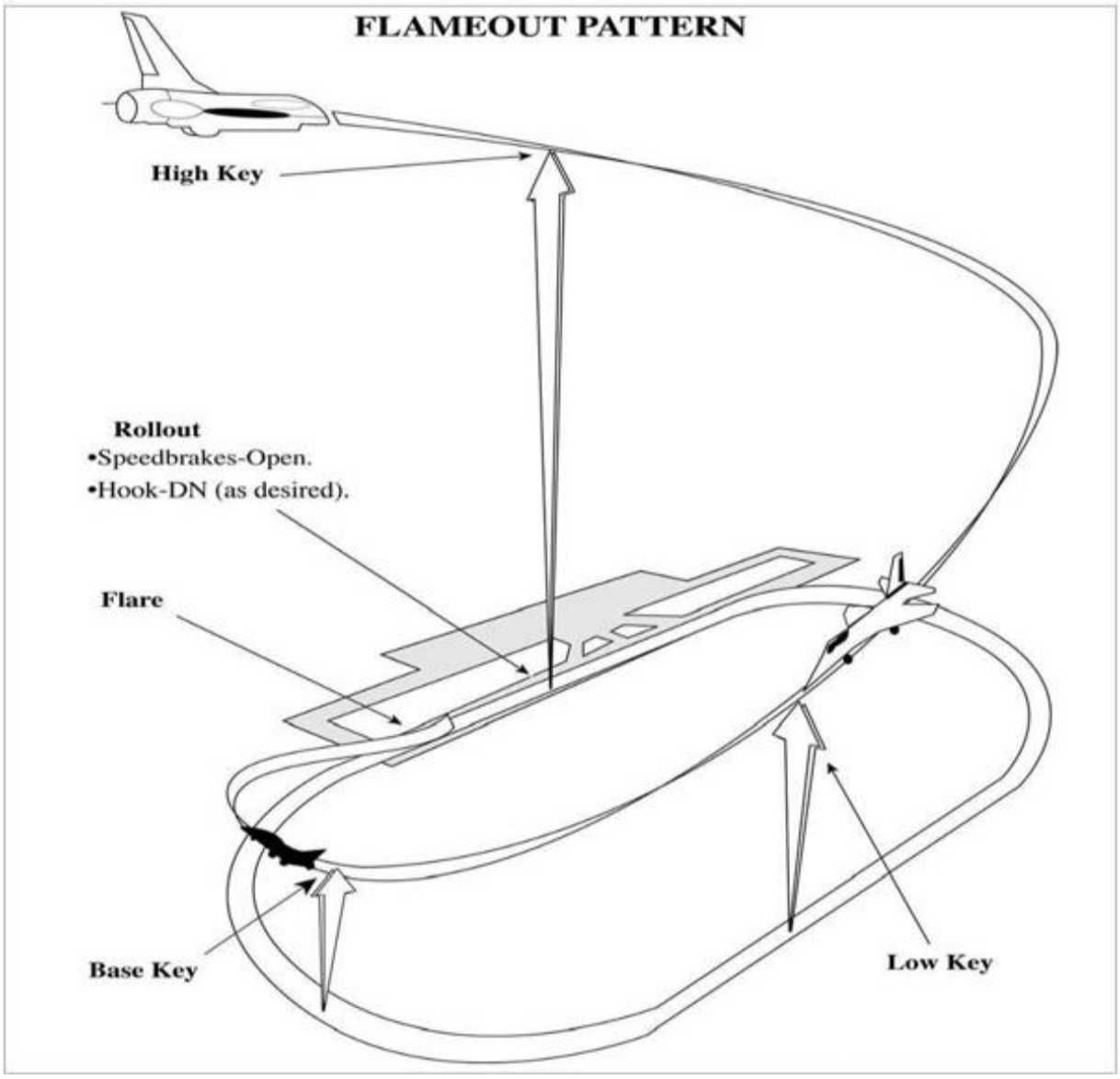

FLAMEOUT PATTERN
High Key
Rollout
•Speedbrakes-Open.
•Hook-DN (as desired).
Flare
Base Key
Low Key

Figure A6.3. Straight-In PFO/SFO.

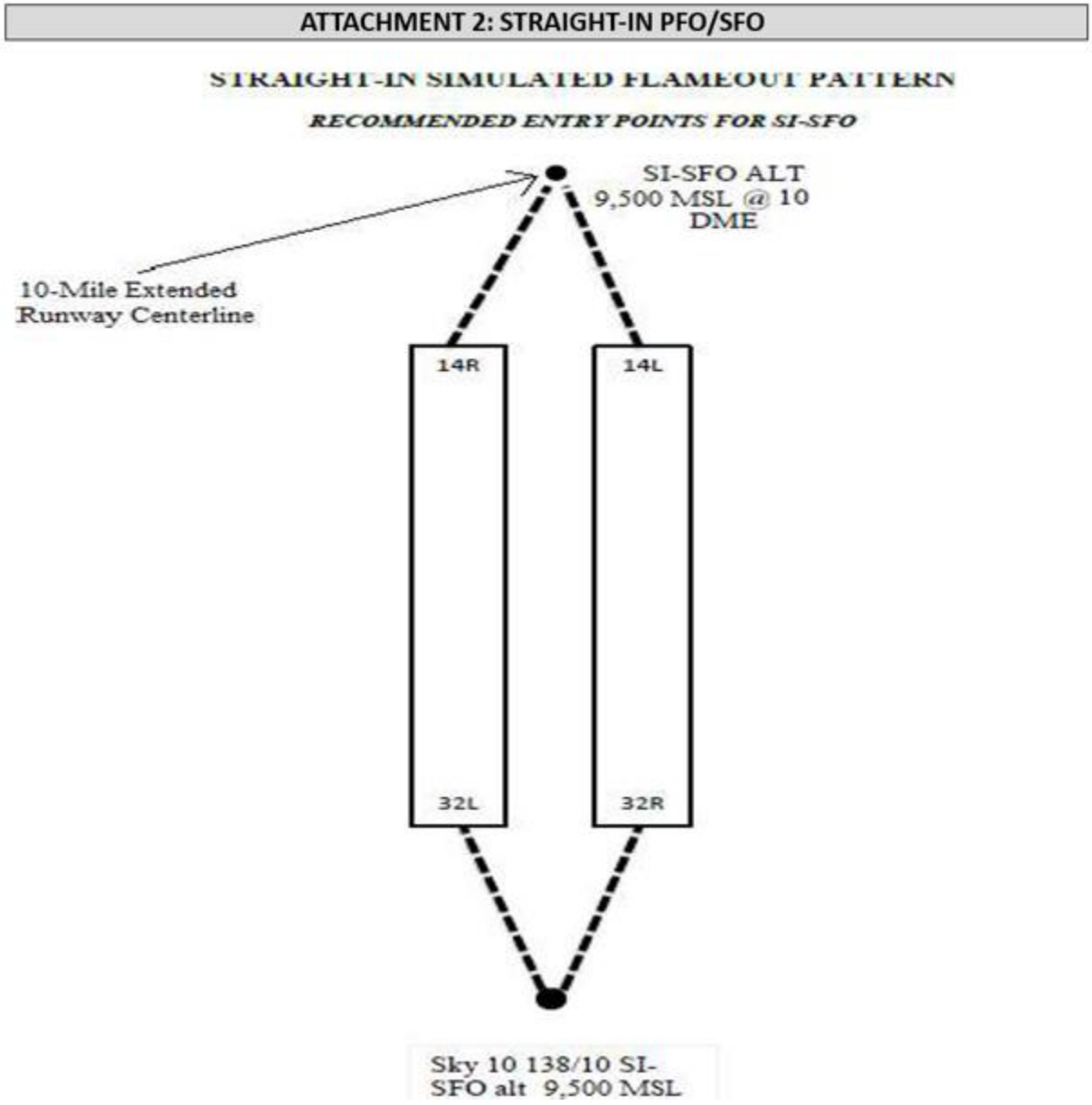


Figure A6.4. Alternate Entry PFO/SFO.

ATTACHMENT 3: ALTERNATE ENTRY PFO/SFO			
TYPE A/C	SW ENTRY ARC	NE ENTRY ARC	INITIATION ALTITUDE
F-35 & F-16	PAM TACAN 170° - 290°	PAM TACAN 010° - 110°	7,000 - 12,000 MSL