

**BY ORDER OF THE COMMANDER
42D AIR BASE WING (AETC)**

**MAXWELL AFB INSTRUCTION 11-101
1 DECEMBER 2001**



Operations

AIRFIELD OPERATIONS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFI 13-213, *Airfield Management*, AFI 13-203, *Air Traffic Control* and FAAO 7110.65, *Air Traffic Control*. This instruction outlines procedures, policies and requirements governing ground and air operations at Maxwell Air Force Base (AFB). Pilots may deviate from the procedures contained herein in the interest of flying safety or when directed by Maxwell Tower, Atlanta Air Route Traffic Control Center (ARTCC), Montgomery Tower or Montgomery Approach Control. It applies to all base assigned and tenant flying units, the Maxwell Flight Training Center (MFTC [Maxwell-Gunter Aero Club]) and persons authorized to operate their privately owned aircraft at Maxwell AFB.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

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Chapter 1

GENERAL INFORMATION

1.1. Scope. This instruction consolidates procedures and general information pertaining to the airfield and air operations in the Maxwell flying area. In conjunction with applicable Air Force and Federal Aviation Administration (FAA) directives, it is designed to promote the safe and expeditious movement of air traffic into, around and out of Maxwell AFB. This instruction does not provide guidance for every contingency, nor does it preclude the use of sound judgment in an emergency or unusual situation.

1.2. Responsibilities. The 42d Air Base Wing (ABW) is responsible for the conduct and character of air traffic in the Maxwell Class D Surface Area. The Airfield Operations Flight Commander (42 OSS/OSA) is designated office of primary responsibility (OPR) for this instruction.

1.3. Compliance.

1.3.1. Tenant flying units, Maxwell Flight Training Center (MFTC [Maxwell-Gunter Aero Club]) and persons authorized to operate their privately owned aircraft at Maxwell shall comply with this instruction.

1.3.2. Persons operating vehicles on ramps, taxiways and runways shall comply with procedures contained in this instruction.

1.3.3. Coordinated use of the airfield.

1.3.3.1. In accordance with AFI 13-213, the Host Wing Commander ensures the Chief; Airfield Management (CAM) is involved in planning all activities affecting the use of the airfield environment and facilities. (Airfield Facilities are considered runways, taxiways, parking, and servicing areas.)

1.3.3.2. The CAM has the authority to close/suspend and resume airfield facility operations.

1.3.3.3. Airfield Coordination. No action, particularly construction and installation work, exercises, deployments, training, etc., affecting the use of airfield facilities or the airfield environment shall be made without prior coordination with the CAM or his or her designated representative.

1.4. Noncompliance. Deviations from this instruction are authorized in emergency situations or special circumstances. Any deviation, regardless of the circumstances, is immediately reported to the 42 OSS/OSA.

1.5. Violations. A deviation that, after investigation, does not meet the criteria of paragraph 1.4 is considered a violation and reported to the appropriate organizational commander for disposition.

1.6. Revisions. Revisions are made when necessary. Submit recommendations for changes to this instruction in writing to 42 OSS/OSA.

1.7. Quality Assurance. This instruction shall be reviewed annually every April by the Airfield Operations Board (AOB).

1.8. Airfield Operations Board (AOB).

1.8.1. The following personnel are members of the Maxwell AFB AOB and are appointed by the 42 OSS/CC (Chairperson):

1.8.1.1. HQ CAP-USAF/XO/SE

1.8.1.2. 908 OG/CC/SE

1.8.1.3. 42 ABW/SE

1.8.1.4. 42 CES/CEO/CEC

1.8.1.5. 42 CS/SCM/SCX

1.8.1.6. 42 OSS/OSA/OSAA/OSAT/OSAP/OSW

1.8.1.7. 42 SPTG/SVRA

1.8.1.8. 357 ALS/CC/DO/SE

1.8.1.9. 54 ALF/CC/DO/SE

1.8.1.10. Aviation Development Corporation

1.8.1.11. Montgomery Tower (FAA)

1.8.1.12. USAFR, Southern Region

1.8.2. Annual Review Items. The following are annual review items and shall be reviewed in the month identified:

1.8.2.1. Jan – Aircraft priorities, AOB Membership, Tree Growth Around the Airfield, Mid-Air Collision Avoidance Program (MACA) (Semi)

1.8.2.2. Apr – Base Instructions, Letters of Agreement, Operations Letters, OPLAN taskings, reliability of the Notice to Airmen (NOTAM) system and process, New Tactical Forecast System (NTFS), Parking Plan

1.8.2.3. Jul – Air Installation Compatible Use Zone (AICUZ), MACA (Semi)

1.8.2.4. Oct - Terminal Instrument Procedures (TERPS)

Chapter 2

AIRFIELD AREAS, FACILITIES AND MANAGEMENT

2.1. Local Environment.

2.1.1. Terrain.

2.1.1.1. Maxwell AFB is located in the northwest section of the city of Montgomery, Alabama, which is in Montgomery County. The base is situated near the Alabama River, which marks Montgomery County's boundary with Autauga and Elmore Counties to the north.

2.1.1.2. The terrain is relatively flat with low elevation hills (less than 800 feet Mean Sea Level [MSL]) to the north and northeast. The field elevation varies from 165 feet MSL to the published field elevation of 172 feet MSL.

2.1.1.3. The airfield portion of Maxwell AFB is an area of approximately 800 acres located on the west side of the base.

2.1.2. Weather.

2.1.2.1. Weather in this area is temperate with warm, humid summers and cool rainy winters.

2.1.2.2. Winds come from the north during the cool months (October - March), from the south during spring and early summer (April - July) and from the east in late summer and early fall (August - September).

2.1.2.3. Rain is heaviest during the winter months (December - March); however, heavy rain is also likely during the peak of the summer thunderstorm season (July).

2.1.2.4. Periods of severe weather (tornadoes, hail, high winds, etc.) can be expected with the springtime thunderstorms of March and April.

2.1.2.5. Temperatures range from an average monthly temperature of 48 degrees Fahrenheit in January to 85 degrees Fahrenheit in July and August.

2.2. Airfield Operational Hours.

2.2.1. Airfield operating hours are published in the IFR Supplement. Exceptions are posted by (NOTAM).

2.2.2. The airfield may be opened outside of published hours in accordance with Operations Letter: Coordination for Use of the Airfield Outside Normal Hours.

2.2.2. After Hours Operations.

2.2.2.1. Aircraft requesting operations outside normal operating hours shall request approval from the 42d Operations Support Squadron 24 hours in advance through 42 OSS/OSA.

2.2.2.2. 42 OSS/OSA shall notify the Chief Airfield Management (CAM) and Maxwell Tower Chief Controller (CCTLR). When approved, Airfield Management personnel shall run their agency notification checklist.

2.2.2.2. Early Arrivals or Departures. The airfield opens at least 30 minutes before scheduled arrivals or departures.

2.2.2.3. Late Arrivals or Departures. The airfield remains open until all arriving aircraft have shut-down in parking or 15 minutes after the aircraft has departed.

2.3. Runway 15/33 Information (Attachment 1).

2.3.1. Maxwell AFB has one operational runway: Runway 15/33.

2.3.2. Runway 15/33 is 8006 feet long with a usable width of 150 feet. The first 2200 feet of Runway 15 is concrete the next 3903 feet is asphalt, followed by 400 feet of concrete with the remaining 1503 feet being asphalt.

2.3.3. Runway 15 is marked as a precision runway and Runway 33 as a non-precision runway.

2.3.4. Runway 15 and Runway 33 have 1000-foot long overruns.

2.3.5. Both overruns have a stabilized surface and low weight-bearing capacity.

2.3.6. The Runway is equipped with Tower controlled BAK-12 (B) 14 cables approximately 1700 feet from each end of the runway.

2.4. Assault Strip North/South (Rwy 006/186) (Attachment 1).

2.4.1. The Assault Strip is located east of Runway 15/33 and is 3000 feet long by 60 feet wide.

2.4.2. The Assault Strip has two overruns: 700 feet to the north and 4000 feet to the south, which intersects the active runway.

2.4.3. The Assault Strip has above ground panels and lights (all on frangible joints) for day and night Assault Strip operations.

2.5. Taxiway Information (Attachments 1).

2.5.1. All taxiways have a weight-bearing capacity equal to Runway 15/33. The Maxwell airfield has an unrestricted weight bearing capacity.

2.5.2. Taxiway A is 100 feet wide and lighted. This taxiway connects the Runway 15/33, crosses the northern end of the Assault Strip and connects to the North Ramp.

2.5.3. Taxiway B is unlighted and is used for daylight operations only. The actual taxiway is the 100-foot center section of this closed 300-foot wide runway. This taxiway connects Runway 15/33 with taxiway A, and crosses the Assault Strip. The helipad is located on this taxiway.

2.5.4. Taxiway C is 100 feet wide and lighted. This taxiway connects Runway 15/33 to the North Ramp.

2.5.5. Taxiway D and E are 100 feet wide and lighted. These taxiways connect Runway 15/33 to the West Ramp.

2.6. Intersection Takeoffs (Attachment 2).

2.6.1. Intersection departures, including distances are as follows:

2.6.1.1. Runway 33 departures:

2.6.1.1.1. Taxiway D - 6,800 feet available

2.6.1.1.2. Taxiway C - 5,550 feet available

2.6.1.1.3. Intersection Runway 33 and Assault Strip - 4,800 feet available.

2.6.1.1.4. Taxiway B - 2,650 feet available

2.6.1.1.5. Taxiway A - NOT AUTHORIZED

2.6.1.2. Runway 15 departures:

2.6.1.2.1. Taxiway A - 7000 feet available

2.6.1.2.2. Taxiway B - 5,300 feet available

2.6.1.2.3. Intersection Runway 15 and Assault Strip - 3,150 feet available

2.6.1.2.4. Taxiway C - 2,400 feet available

2.6.1.2.5. Taxiway D - NOT AUTHORIZED

2.7. Helipad (Attachments 1 & 2). Maxwell AFB's only helipad is unlighted and located at the eastern end of taxiway B. The helipad is used for daylight operations only.

2.8. Aircraft Parking Ramps (Attachments 3 & 4).

2.8.1. There are three primary parking ramps on Maxwell AFB:

2.8.1.1. West Ramp. This ramp is used primarily for 908th Airlift Wing (AW) (AFRC) C-130s. There are 11 marked parking spots. Limited additional space is available for transient aircraft.

2.8.1.2. North Ramp. This ramp is the primary location used for transient aircraft and other operations approved by Airfield Management.

2.8.1.3. Northeast Ramp.

2.8.1.3.1. This ramp is used primarily for DVs, 54th Airlift Flight (ALF) LJ-35s, Aviation Development Corporation (ADC) C-560s, Civil Air Patrol (CAP), MFTC and privately owned aircraft.

2.8.1.3.2. Alpha row is directly in front of Base Ops and is used for aircraft carrying DVs.

2.8.1.3.3. Bravo row is the LJ-35 and C-560 parking area and is adjacent to the west end of hangar 843. The LJ-35s use the three spots marked B 1-3 and the C-560s park in spots B 4-6.

2.8.1.3.5. Lastly, Delta row is for CAP aircraft only.

2.9. Airfield Lighting (Attachment 5).

2.9.1. Runway 15/33. Both runways are equipped with High Intensity Runway Lights (HIRL), Threshold lights, and Precision Approach Path Indicator (PAPI) lights. Runway 15 is equipped with High Intensity Approach Lighting System Category 1 configuration with Sequence Flashing lights (ALSF-1).

2.9.2. Maxwell Tower is responsible for the operation of the airport lighting systems in accordance with procedures in FAA Order 7110.65, *Air Traffic Control* and AFI 13-203, *Air Traffic Control*.

2.10. Movement and Non-Movement Areas (Attachment 1).

2.10.1. The movement area at Maxwell is described as the runway, taxiways, Assault Strip, overruns and all areas within 100 feet from the edge of the runway, taxiway Assault Strip and overruns. (Exception: Taxiway A south of the engine run up pad to the North Ramp.)

2.10.1.1. Two-way radio communication and approval from Maxwell Tower is required before entering the movement area. **NOTE:** Establish and maintain communications with the Tower using Maxwell Ground Control frequency or Land Mobile Radio (LMRs) preset channels, i.e. Ramp Net, Crash Net, etc.

2.10.1.2. Once personnel have entered the movement area, constant two-way radio communication with the Tower shall be maintained.

2.10.1.3. Once personnel are recalled from the movement area, proceed to a point at least 100 feet away from the runway, taxiway, Assault Strip and overrun edge.

2.10.1.4. In the event two-way radio communication is lost, look for Tower light gun signals. Tower may cycle runway/taxiway lights up and down to direct personnel and/or

equipment to exit the runway immediately. Tower shall continue to cycle runway/taxiway lighting or use light gun signals until all personnel are off the movement area.

2.10.2. Non-movement areas include the parking ramps and are not controlled by the Tower.

2.11. Tactical Air Navigation (TACAN) Ground NAVAID Checkpoints (Attachment 2).

2.11.1. Two navigational checkpoints, using information from the Maxwell AFB TACAN (channel 97), are located in the following areas:

2.11.1.1. Taxiway A: West end of taxiway A (near Runway 15), 349 R, 0.6 NM

2.11.1.2. Taxiway E: 121 R, 0.6 NM

2.12. Inertial Navigation System (INS) Checkpoints.

2.12.1. There are INS checkpoints on the West Ramp. Each checkpoint is aligned with the nose wheel of 908 AW (AFRC) C-130 aircraft. The coordinates for the parking locations are available in the Flight Planning Room of Base Operations.

2.12.2. There are INS checkpoints on the North Ramp. They are primarily used by transient aircraft.

2.13. Windsocks.

2.13.1. Two lighted windsocks are available for aircrew use. They are in the following locations:

2.13.1.1. East of Runway 15/33, 800 feet south of the Runway 15 threshold and 200 feet east of the runway centerline

2.13.1.2. West of Runway 15/33, 800 feet north of the Runway 33 threshold and 200 feet west of the runway centerline. *NOTE:* All windsocks are fully extended when wind speed reaches 18 knots or more.

2.14. Hot Guns and Darming Area (Attachment 2). The HCZ is used as the hot guns area; the arming/darming area is located on the helipad; all heading 345. For procedures see Chapter 6, para 6.8.

2.15. Hydrazine Maintenance Area (Attachment 2). For hydrazine maintenance, aircraft are parked on the Hazardous Cargo Zone (HCZ). For procedures see Chapter 6, para 6.11.

2.16. Engine Runup Pad (Attachment 2). A concrete pad, 225 feet by 300 feet, is located west of taxiway A and 125 feet north of taxiway C. All aircraft requiring engine runups or other maintenance work involving high-powered engine settings shall use this area.

2.17. Aircraft Arresting System Information (Attachment 2).

2.17.1. Runway 15/33 has two BAK-12 (B) 14 aircraft arresting cables. The cables are located 1700 feet from the approach end of Runway 15 and 1703 feet from the approach end of Runway 33.

2.17.2. Maxwell Tower operates remotely controlled BAK-12 (B) 14 cables on Runway 15/33.

2.17.3. Tower notifies Airfield Management of all malfunctions.

2.17.4. Barrier Maintenance performs maintenance and daily checks of arresting systems status, and recertifies arresting systems after an engagement.

2.17.5. The BAK-12 (B) 14 cables on Runway 15/33 are normally configured in the lowered position until requested by pilot. Successive cable engagements can be accomplished within 20 minutes after disengagement of the preceding aircraft.

2.17.6. The pilot provides estimated aircraft gross weight and speed at time of cable engagement to the fire department.

2.18. Airfield Radio and Visual Blind Spots (Attachment 3).

2.18.1. The portion of the Northeast Ramp east of Base Operations is not visible to Maxwell Tower.

2.18.2. Small aircraft holding short of the runway at taxiway B may have to re-position the aircraft due to radio reception problems.

2.19. Recurring Preventive Maintenance (PMI) Schedule.

2.19.1. Localizer: Mondays: 0800 – 1030L

2.19.2. Glideslope: Tuesdays: 0800 – 1030L

2.19.3. TACAN: Wednesdays: 0830 – 1030L

2.20. Air Traffic Control (ATC) or Airfield Management Participation in Base Exercises.

2.20.1. The 42 OSS/OSA shall be briefed at least 48 hours in advance about exercises affecting the ATC facility or the airfield. (To include parking areas and ramps).

2.20.2. The ATC facility shall participate in these exercises to the maximum extent possible based on actual flying operations. ATC shall interrupt or discontinue Maxwell Tower participation in an exercise if flight safety is in question or it interferes with recovery of emergency aircraft. Every effort shall be made to ensure “real world” traffic is not affected.

2.21. Weather Support. The base weather station (42 OSS/OSW) provides limited service. Hours of operation are the same as the airfield hours and are posted in the IFR Supplement.

Services include aircrew briefings on a time available basis, hourly observations (when airfield is open) and climatological briefings. After duty hours, support is provided by the 28th OWS at Shaw AFB SC, in accordance with MOA 15-3, between the 42nd ABW and the 28th OWS.

2.22. Auxiliary Power Generators.

2.22.1. Commercial power is the primary power source for all Air Traffic Control and Landing System (ATCALs).

2.22.2. All ATCALs have auto-start and power equipment. In the event the auto-start and power transfer equipment, associated with any ATCALs, becomes inoperative, that facility is manually transferred to auxiliary power at least 30 minutes before the estimated arrival of a severe storm.

2.23. Rescue Protection Coordination Agency. Airfield Management is the single base agency responsible for coordinating Lifeguard, Medical Evacuation (Med Evac) and Air Evacuation (Air Evac) aircraft.

2.24. Precision Approach Critical Areas (Attachment 3). Maxwell AFB has two Precision Approach Critical Areas, the Localizer critical area and Glideslope critical area.

Chapter 3

LOCAL PROCEDURES

3.1. Runway Selection. The Maxwell Tower Watch Supervisor determines the active runway. The following procedures apply to the selection of or change to the active runway:

3.1.1. Use the runway most nearly aligned with the wind when 5 knots or more or the “Calm Wind” runway when less than 5 knots. Runway 15 is the “Calm Wind” runway.

3.1.2. Tower coordinates with Montgomery Approach before initiating a runway change.

3.1.3. Tower notifies the following agencies when a runway change is completed:

3.1.3.1. Montgomery Approach Control and Tower

3.1.3.2. Airfield Management

3.1.3.3. Weather

3.1.3.4. Crash Control

3.2. Opposite Direction Procedures for Runway 15/33.

3.2.1. Opposite direction procedures shall be performed in accordance with the Letter of Agreement between Montgomery Approach Control and Maxwell Tower.

3.2.2. Tower ensures opposite direction traffic is visually separated or proceeds no closer than 10 miles to the runway before an IFR arrival has landed or, for VFR aircraft, has turned base leg or initial.

3.2.3. Tower shall not release IFR departures after an opposite direction approach has commenced or is within 10 flying miles from the runway, whichever is closer, until the approach is completed, unless visual separation is being provided.

3.3. Maxwell Tower, Airfield Management, Weather and Command Post Procedures.

3.3.1. Tower forwards the following information to Airfield Management:

3.3.1.1. Aircraft arrival/departure times

3.3.1.2. Any reported or observed abnormal airfield activities (runway appears wet/dry, unauthorized personnel or vehicles on airfield, etc.)

3.3.1.3. Any reported or observed malfunction of the airport lighting system

3.3.1.4. Any change of the runway in use

3.3.1.5. Any observed or reported bird condition or bird strike

3.3.1.6. Failure or reinstatement of TACAN, Instrument Landing System (ILS) localizer or glideslope, Airport Surveillance Radar (ASR) and Montgomery Very High Frequency Omni-directional Range/Tactical Air Navigation (VORTAC)

3.3.2. Tower forwards the following information to the base weather station:

3.3.2.1. Any changes in the Runway 15 light setting intensities when the prevailing visibility is less than one mile or otherwise requested by base weather

3.3.2.2. Any change of the runway in use

3.3.2.3. Malfunctions of New Tactical Forecast System (NTFS)

3.3.2.4. Malfunctions of the wind indicators

3.3.2.5. Tower prevailing visibility when it decreases to less than 4 statute miles or increases to four statute miles or more.

3.3.3. Tower notifies Command Post when pre-coordinated DV aircraft reach 15 miles from the runway.

3.3.4. Airfield Management forwards the following information to Tower:

3.3.4.1. All VFR and IFR flight plans

3.3.4.2. Runway Surface and Runway Condition Reading (RCR)

3.3.4.3. Any change to the flying environment not previously reported by the Tower

3.3.4.4. Closing or opening of runways, Assault Strip or taxiways

3.3.4.5. Any NOTAMs concerning Maxwell aerodrome

3.3.4.6. Special activities involving all or portions of the airfield

3.3.4.7. The requirement to open the airfield before normal operating hours or to keep the airfield open past normal operating hours.

3.3.4.8. Requirements for Quiet Periods while DV is boarding, deplaning or greeting passengers

3.3.4.9. Any aircraft movement; for example, taxi or tow

3.3.5. Airfield Management forwards the following information to the Command Post:

3.3.5.1. Information on foreign aircraft transiting Maxwell AFB to include nationality, code level, type aircraft, call sign, itinerary, estimated time of arrival and estimated time of departure

3.3.5.2. Information on aircraft remaining overnight to include type of aircraft, call sign and pilot's name

3.3.5.3. Information concerning inbound distinguished visitors to include estimated time of arrival, block time and actual time of arrival

3.4. Local Aircraft Priorities. Aircraft are given priority for taxi, takeoff and landing as follows:

3.4.1. Aircraft declaring an inflight or ground emergency

3.4.2. Lifeguard or Air Evac/Med Evac aircraft requesting priority handling

3.4.3. Flight Inspection aircraft while conducting flight inspections

3.4.4. Aircraft transporting DVs (code 6 or above)

3.4.5. Aircraft performing official DoD missions

3.4.6. Airborne formation flights

3.4.7. Maxwell C-130, LJ-35, CAP-USAF, C-560, MFTC military training flights and CAP-civilian flights

3.4.8. Transient military training mission aircraft

3.4.9. MFTC aircraft (other than military training flights). **NOTE:** It is the responsibility of the MFTC pilot to inform Base Operations when the flight is a military training flight.

3.5. 54th Airlift Flight (ALF) Bravo Alert Operations. Command Post advises 42 OSS/OSA 48 hours before entering a Bravo Alert commitment.

3.6. Distinguished Visitor (DV) Arrival Information.

3.6.1. Maxwell Tower provides Command Post a one-time 15 mile notification of DV aircraft previously identified by Airfield Management. This notification is secondary to providing Air Traffic Control services.

3.6.2. For a Code 4 arrival or departure, a quiet area east of the Tower is established and remains effective until the passengers or host officer leaves the Base Operations area or boards the aircraft and begins taxiing. Aircraft in this area, except small (below 12,500 pounds) reciprocating engine aircraft and LJ-35s, should expect delayed engine start clearance.

3.7. Dixie Drop Zone Operations (Attachment 3).

3.7.1. A certified drop zone for C-130 training bundle and personnel drop operations is located in the southwest corner of Maxwell AFB.

3.7.2. Use of the drop zone for training bundle or live parachute drops is coordinated through Airfield Management 24 hours in advance. Airfield Management coordinates with the 42 OSS/OSA. Overflights involving no drops are exempt from this requirement.

3.7.3. Drop Zone Officer (DZO). The DZO establishes and maintains radio contact with Maxwell Tower during training bundle drops.

3.7.3.1. If radio contact is lost before the drop, a no-drop condition is in effect.

3.7.3.2. Either the DZO or the Tower can terminate drops at any time.

3.7.4. The Tower is the final approval authority for all drops. Upon query from the DZO, the Tower advises whether the aircraft are approved to drop. The Tower forwards the drop or no drop clearance to the participating aircraft.

3.7.5. Should a training bundle land within the movement area, the DZO may suggest Tower suspend runway operations. Operations should remain suspended until Airfield Management inspects and verifies the bundle is clear of the movement area. The DZO shall advise Tower when drops are complete.

3.8. Assault Strip Operations (Dog Patch Landing Zone) (Attachment 1).

3.8.1. Usable for day and night Assault Strip operations by VFR C-130 aircraft only.

3.8.2. Takeoffs shall only be made to the south. Landings are authorized in either direction.

3.8.3. With prior Maxwell Tower approval, aircraft landing in a southerly direction (Assault Strip South) may roll onto Runway 15/33 if roll-out speed or braking requires. Phraseology: (Call Sign) "ROLL THROUGH APPROVED."

3.8.4. A one-time familiarization taxi on the Assault Strip is required.

3.8.5. During periods of heavy air traffic, the Tower may delay, limit or suspend Assault Strip operations. Locally based C-130s have Assault Strip priority over transient C-130s conducting similar operations.

3.9. Missions Requiring Airfield Closure.

3.9.1. Maxwell AFB Class D Surface Area is closed by NOTAM anytime more than four aircraft in a flight are scheduled to drop personnel or training bundles.

3.9.2. Missions requiring field closure are coordinated through Airfield Management at least 7 days in advance.

3.9.3. The Initial Point (IP) can be entered immediately after departing Maxwell AFB provided coordination has been completed and approval have been received, and the route of flight avoids overflying populated areas.

3.9.3.1. After completion of drops, aircraft, shall contact Maxwell Tower and request a closed traffic pattern or turn right to a magnetic heading of 300 degrees and maintain VFR until an IFR clearance is received.

3.9.3.2. Multiple drops, using right racetrack patterns, shall be coordinated with the Tower prior to the first drop.

3.9.4. At the termination of the drop activity, the DZO is responsible for ensuring all drop materials have been recovered and the airfield is safe and can return to normal operations. This information is passed to Tower.

3.10. Low Level Training Routes.

3.10.1. Three low level training routes (SR 69, 70, and 71) are in close proximity to Maxwell AFB; they are assigned to and controlled by the 908 AW (AFRC).

3.10.2. These routes are identified in Flight Information Publication (FLIP) AP/1B. These routes typically terminate with an actual or simulated drop on Dixie Drop Zone.

3.11. Controlled Arrival and Departure Times. Aircraft requiring a controlled arrival time or controlled departure time coordinate the request with Maxwell Tower as far in advance as possible.

3.12. Use of Maxwell AFB by Civil Aircraft. Request by civil aircraft for practice approaches must be approved by Maxwell Tower on a non-interfering basis. Civil aircraft may only perform low-approaches.

3.13. Civilian No Flight Plan Arrivals.

3.13.1. When notified of an inbound aircraft planning to land/full stop without a flight plan on file, Maxwell Tower immediately notifies Airfield Management.

3.13.2. Unless the aircraft is experiencing an emergency or is diverting to Maxwell because of destination weather, the aircraft is not permitted to land until the Tower is given approval by Airfield Management.

3.13.2.1. If the aircraft is not experiencing an emergency or a weather divert and does not contact Airfield Management as instructed but lands anyway, the Tower activates the PCAS and instructs the aircraft to hold on either taxiway A or taxiway E.

3.13.2.2. Airfield Management immediately notifies Security Forces and the CAM or Chief Base Operations (CBO). **NOTE:** Civilian no flight plan procedures do not apply to military aircraft.

3.14. Control of Flight Check Aircraft.

3.14.1. Observed or reported traffic considered in conflict with the flight check aircraft is advised to hold or circle as appropriate until no-conflict is assured.

3.14.2. Information pertaining to a flight check is put on the Automated Terminal Information Service (ATIS) while in progress. Phraseology: “ATTENTION ALL AIRCRAFT, FLIGHT CHECK IN PROGRESS BY (type aircraft), MAY BE OPERATING OPPOSITE DIRECTION TO THE RUNWAY IN USE.”

3.15. Maxwell Flight Training Center (MFTC [Maxwell-Gunter Aero Club]) Operations.

3.15.1. Local Flying Areas (Attachment 7). Maxwell AFB has no requirement for a base-controlled local flying area. Tenant unit's local flying areas are in accordance with their major command directives. The MFTC has three local flying areas in the following locations:

3.15.2. North Practice Area. Located east of U.S. Highway 231, west of Alabama Highway 9, and south of the Tuskegee Very High Frequency Omni-directional Range (VOR) 310 degree radial. Most of the airwork conducted in this area is between 1,500 and 3,500 feet MSL.

3.15.3. West Practice Area. Located west of the Montgomery Terminal Radar Service Area (TRSA), south of U.S. Highway 82, north of Alabama Highway 14, and east of the Cahaba VOR 030 degree radial. Most of the airwork conducted in this area is between 1,500 and 3,500 feet MSL.

3.15.4. South Practice Area. Located south-southwest of the Montgomery TRSA, south of Alabama Highway 97, west of U.S. Highway 31, North of Alabama Highway 263 and east of Alabama Highway 21. Most of the airwork conducted in this area is between 1,500 and 3,500 feet MSL.

3.15.5. MFTC Flight Plans.

3.15.5.1. VFR local flight plans (any flight that originates and terminates at Maxwell, and covers a distance within 50 nautical miles (NM) of Maxwell) may be called in to Airfield Management via the MFTC direct line. The pilot shall provide all information contained in the Letter of Agreement with the MFTC and Airfield Management. Airfield Management shall verify clearing authority with current letter provided by the MFTC. If any changes are made to the filed flight plan, the pilot shall notify Airfield Management via telephone or Pilot to Dispatch radio.

3.15.5.2. VFR cross-country and all IFR flight plans must be filed in person at Airfield Management. A VFR cross-country flight is any flight that covers a distance in excess of 50 NM from Maxwell.

3.15.6. Student Solo Flights.

3.15.6.1. When initial solo flights are conducted, the MFTC may have a qualified instructor in the Maxwell Tower cab before the student commences the initial takeoff. The instructor should remain in the cab until the student has completed the final landing of the initial solo flight.

3.15.6.2. The instructor acts as a safety observer and monitors all elements of the student's traffic pattern flight.

3.15.6.3. The instructor acts as a resource for the Tower controllers in the event the student experiences an emergency situation.

3.15.6.4. Instructors performing this duty, however, shall not interfere with Tower operations or procedures.

3.16. Securing and Grounding Aircraft.

3.16.1. The pilot of MFTC, CAP and privately owned aircraft is responsible for chocking and tying down their aircraft anytime the aircraft is parked for more than a 4 hour period or anytime high winds or severe weather is anticipated.

3.16.2. Aircraft owners and operators are responsible for ensuring tie down devices are in good condition and strong enough to contain the aircraft during high winds or severe weather conditions. For less than 4 hours, only chocking is required.

3.16.3. Grounding aircraft is only required while re-fueling.

3.17. Ground Operations.

3.17.1. Maxwell Tower controls all vehicles, pedestrians and aircraft within the Movement Area (Attachment 1).

3.17.2. Only vehicles in radio contact with the Tower are permitted in the Movement Area unless prior coordination has been made with Airfield Management or the Tower.

3.17.3. Pedestrians and non-radio equipped vehicles in the Movement Area must be accompanied by a radio equipped control vehicle. The control vehicle remains in contact with the Tower to relay instructions and notifies Tower when exiting the Movement Area.

3.17.4. Aircraft Operations between Hangars 842 and 843. (MFTC and ADC Hangars) follow:

3.17.4.1. No aircraft shall operate south of the double yellow lines or between hangars. **NOTE:** Aircraft may taxi into the MFTC refueling area, but only when entering from north of the double yellow line. Once refueling is complete, the aircraft must exit the refueling area to the north if engines are running.

3.17.4.2. No aircraft shall be parked directly in front of hangar doors or within 50 feet.

3.17.4.3. Aircraft shall be parked in pre-designated parking spots having access to tie down points.

3.17.5. All C-130 aircraft parking in spots 1 thru 9 on the West Ramp enter the parking area from the south and park in a westerly direction.

3.17.5.1. For C-130 or smaller aircraft parking on spot 9, entry into parking from the north is permitted.

3.17.5.2. Aircraft shall be marshaled into the parking area by 908 AW (AFRC) maintenance personnel. Should the flight terminate after all maintenance personnel have departed, the aircraft commander shall stop the aircraft and discharge a qualified crewmember to perform marshaling guidance.

3.17.6. Aircraft larger than a KC-135 require wing walkers when taxiing in front of aircraft parked on the West Ramp.

3.18. Other Ground Traffic.

3.18.1. Bicycle traffic is limited to 908 AW (AFRC) maintenance and safety personnel. Under no circumstances are bicycles permitted on the movement area.

3.18.2. Pedestrian traffic is limited to those persons whose official duties require their access to the airfield and to visitors escorted by an authorized official. Prior coordination with Airfield Management is required.

3.19. Taxi and Takeoff.

3.19.1. All aircraft contact Ground Control before starting engines.

3.19.2. Personnel conducting aircraft maintenance checks (including engine runs), towing or repositioning operations contact Airfield Management and state intentions before any of the above activities occur.

3.19.3. Airfield Management advises Maxwell Tower of all requests.

3.20. Aircraft Engine Runs.

3.20.1. In the aircraft parking area east of base operations (bldg 844), no engine runs for reciprocating engine aircraft shall exceed 1500 RPM nor shall jet engines be permitted to exceed idle power. Power checks and other maintenance involving engine operations at higher levels are performed on the engine run-up pad. (Attachment 2).

3.20.2. In the event the run-up pad is not available, Airfield Management identifies an alternate site for higher power engine runs.

3.21. Quiet Hours.

3.21.1. During special ceremonies or events, there are frequently periods of time when all noise producing activities must shutdown. These periods are Quiet Hours and are identified to all affected agencies by Airfield Management.

3.21.2. Airfield Management notifies all affected agencies when a Quiet Period ends before the scheduled termination time, if the Quiet Period active time changes, or if other circumstances require; for example, cancellation.

3.21.3. If the Quiet Period is associated with an event off the airfield, LJ-35 and light aircraft operations are permitted but shall remain west of the runway. **NOTE:** Additional information is available in Para 3.6.

3.22. Customs, Agriculture and Immigration.

3.22.1. Maxwell AFB is a Special Airport of Entry for overseas flights and is a limited foreign clearance base.

3.22.2. Prior coordination with Airfield Management is necessary for proper handling and clearing with U.S. customs officials.

3.22.3. When notified of an inbound aircraft requiring customs, agriculture and immigration processing, Airfield Management contacts the proper officials and advises them of the estimated time of arrival, purpose of mission, status of passengers and other information (except classified) as requested by the inspection agency.

3.22.3.1. Airfield Management also advise Security Forces of the arrival date and time and briefs them on the coordination already accomplished.

3.22.3.2. Additionally, Airfield Management briefs transient alert, transportation personnel and persons waiting to meet the aircraft not to approach it until the inspection authorities have completed their tasks.

3.22.4. The 908 AW/CP shall coordinate customs and agriculture for all 908 AW (AFRC) missions requiring those services.

3.23. Hazardous Cargo and Contaminated Aircraft Zone (HCZ) (Attachment 2).

3.23.1. An aircraft or vehicle parking area for hazardous cargo shipments is located on taxiway A, 700 feet west of the Assault Strip.

3.23.1.1. The area is marked with a 4 foot square reflective yellow box painted on the taxiway centerline with the letters "HCZ" enclosed.

3.23.1.2. North of the box and immediately adjacent to the taxiway is a grounding rod.

3.23.2. Should an additional HCZ parking area be required, the Airfield Manager designates an alternate location using the following criteria:

3.23.2.1. At least 1000 feet from an operational runway

3.23.2.2. At least 1000 feet from congested areas

3.24. Hazardous Cargo or Contaminated Material. Aircraft or motorized vehicles transporting hazardous cargo or contaminated materials to Maxwell AFB shall follow the procedures listed as follows:

3.24.1. When inbound notification is received, the receiving agency notifies Command Post, Security Forces, Airfield Management, and Maxwell Tower.

3.24.2. If the material is transported by aircraft:

3.24.2.1. It is parked on the HCZ (Attachment 2).

3.24.2.2. Security Forces establish a 300-foot cordon around the aircraft and provides security as long as the hazardous cargo or contaminated material is on board.

3.24.2.3. Airfield Management closes the Assault Strip and taxiway A north of taxiway B.

3.24.3. If the hazardous or contaminated material is transported by truck, car, etc:

3.24.3.1. If the hazardous cargo or contaminated material arrives during airfield operating hours, Security Forces, and the vehicle transporting the cargo, are escorted to the HCZ by Airfield Management personnel.

3.24.3.2. If the cargo arrives outside airfield operational hours, Security Forces provides escort services, establishes a 300 foot cordon, provides security for the cargo and shall notify Airfield Management prior to the airfield reopening.

3.24.3.3. Once notified, Airfield Management closes the Assault Strip and taxiway A north of taxiway B.

3.25. Keys to Light Aircraft.

3.25.1. Airfield Management shall be provided a key to all light aircraft parked on the airfield.

3.25.2. The key is stored in a locked key box in building 844, Flight Data Section.

3.25.3. The keys are used to provide the Airfield Manager a way to enter the aircraft to turn off the ELT or to release the parking brake in the event the aircraft must be moved. **NOTE:** In both cases, ELT or movement, every effort is made to contact the owner or operator first and have them provide these services.

3.26. Airfield Photography.

3.26.1. Requests to photograph aircraft on the airfield (controlled or restricted area) require approval from Public Affairs. Upon approval, Public Affairs shall notify Airfield Management of the location and time of the photo shoot.

3.26.2. Violations of this policy are immediately reported to Security Forces by Airfield Management. **NOTE:** Exceptions are at the request of Airfield Management; for example, Wing/Base Safety in the performance of their duties

3.27. Unusual Maneuvers. Unusual maneuvers are not permitted in Maxwell Class D airspace unless they are essential to the performance of the flight. Low passes, flybys or flights

conducted at low altitude and high speed, are not approved by Maxwell Tower unless pre-coordinated and approved at the appropriate level of command, to include the 42 OSS/CC.

3.28. Aircraft Flyovers.

3.28.1. Aircraft conducting flyovers hold approximately 25 NM northwest of Maxwell at 3000 feet AGL, if required.

3.28.2. Flyovers are from west to east at 1000 AGL with an airspeed that is consistent with flight manual requirements and flight safety.

3.28.3. All flyovers shall be approved by Base Public Affairs and coordinated through the 42 OSS/OSA 7 days prior to the event.

3.28.4. The organization hosting the event shall also provide a representative in the Maxwell Tower cab with a radio to coordinate with ground crews.

Chapter 4

VISUAL FLIGHT RULES (VFR) TRAFFIC PROCEDURES

4.1. General. The following procedures supplement the criteria for VFR operations contained in AFI 13-213, *Airfield Management and Base Operations*, and AFI 11-202, Vol 3, *General Flight Rules*.

4.2. VFR Weather Requirements. Weather requirements for VFR operations at Maxwell AFB are in accordance with AFI 11-202, Vol 3 and applicable Federal Aviation Regulations (FAR).

4.3. Altitude Limitations. Strict compliance to issued altitudes is required. Maxwell Tower controls airspace from the surface up to and including, 2200 feet MSL over Maxwell and within 5 NM except 2.5 NM to the south.

4.4. VFR Traffic Patterns (Attachment 6).

4.4.1. Overhead Patterns.

4.4.1.1. All aircraft enter overhead patterns with a 45 degree turn to initial at 1700 feet MSL.

4.4.1.1.1. When landing on Runway 15, enter initial between 3 and 5 NM of the field, followed by right traffic.

4.4.1.1.2. When landing Runway 33, enter initial between 1 and 2.5 NM of the field to avoid Montgomery Regional Airport, followed by left traffic.

4.4.1.2. Anytime an aircraft is en route to or established in the overhead pattern, Maxwell Tower advises all other traffic conducting approaches to or departing from Maxwell AFB to maintain 1200 feet MSL or below until reaching the departure end of the runway.

4.4.1.3. General weather minimums are a 2000 foot ceiling and 3 SM of the visibility.

4.4.2. Rectangular/Closed Patterns.

4.4.2.1. Authorization to fly a closed pattern is the responsibility of the Maxwell Tower.

4.4.2.1. The rectangular/closed pattern altitude for conventional aircraft is 1200 feet MSL while the altitude for high performance aircraft is 1700 feet MSL.

4.4.3. VFR traffic east of the airfield is authorized by the Tower on a case-by-case basis. Aircraft flying east patterns shall avoid overflight of the Academic Circle and Base Housing and shall use reduced power settings to minimize noise.

4.4.4. General weather minimums are:

4.4.4.1. For the 1200 foot pattern MSL, a 1500 foot AGL ceiling and 3 SM visibility.

4.4.4.2. For the 1700 foot pattern MSL, a 2000 foot AGL ceiling and 3 SM visibility.

4.4.5. Assault Strip Patterns.

4.4.5.1. Use of the Assault Strip is at the discretion of the Tower.

4.4.5.2. The altitude for rectangular/closed patterns for the Assault Strip is 1200 feet MSL with the downwind leg west of the runway.

4.4.6. Helicopters.

4.4.6.1. Direct approach to the helicopter landing pad (helipad) is authorized with Tower approval.

4.4.6.2. Helicopters shall not fly over any populated areas at less than 1200 feet MSL.

4.5. Air Drops on Dixie Drop Zone (Attachment 3).

4.5.1. Aircraft (except helicopters) inbound to Maxwell for training bundle drops on Dixie Drop Zone (DZ) advise Maxwell Tower before their departure from the Initial Point.

4.5.2. Aircraft overfly the DZ on a magnetic heading of 153 degrees and turn to a magnetic heading of 300 degrees after passing the southern field boundary.

4.5.3. Bundle drops are from an altitude of 1200 feet MSL. **NOTE:** Refer to Chapter 3, para 3.7, for further information about Dixie Drop Zone.

4.6. Departure Procedures. IFR, VFR and TRSA departures shall adhere to Maxwell Tower departure instructions.

4.6.1. Runway 15. Comply with Tower instructions.

4.6.2. Runway 33. Fly runway heading, climb and maintain 2000 feet MSL.

4.7. Reduced Runway Separation (RRS). Reduced runway separation is not authorized at Maxwell.

4.8. Night Vision Goggle (NVG). All NVG operations are conducted in accordance with Letter of Agreement: Night Vision Goggle Operations, Procedures, and Responsibilities, on file with Maxwell Tower.

4.9. Local Flying. For the purpose of air traffic control, local flying is defined as more than three locally assigned aircraft in the Maxwell traffic pattern.

4.10. Air Installation Compatible Use Zone (AICUZ)/Noise Abatement. In an effort to reduce noise over the base, circling east of the runway is only authorized for light aircraft, unless required to maintain flight safety and as directed by Maxwell Tower. Aircraft shall avoid overflight of the Academic Circle and Base Housing and shall use reduced power settings. Aircraft authorized to use the east pattern shall not overfly the base less than 1200 feet MSL.

Chapter 5

LOCAL INSTRUMENT FLIGHT RULES (IFR) PROCEDURES

5.1. Inbound Aircraft.

5.1.1. Aircraft returning to Maxwell after departing IFR for local VFR operations can expect TRSA service from Montgomery Approach Control upon contact.

5.1.2. Aircraft inbound to Maxwell shall contact Montgomery Approach Control approximately 25 miles from Maxwell and request service desired.

5.1.3. When successive approaches to Runway 15 are flown during VFR conditions, the IFR portion of the approach terminates at the Missed Approach Point unless otherwise specified by Montgomery Approach Control.

5.1.4. Circling east of the airfield is not authorized, except as specified in para. 4.10.

5.2. Runway 15 Local Climbout/Departure Instructions.

5.2.1. Locally assigned military aircraft issued the "Burn-One" Departure shall execute the following:

5.2.2. Turn right heading 300, complete the turn within 2 DME of the Maxwell Tacan, climb and maintain 2000'.

5.3. Go-Around Procedures.

5.3.1. For Runway 33, fly runway heading, maintain 2000 feet MSL.

5.3.2. For Runway 15, execute the published missed approach or as instructed by ATC.

Chapter 6

EMERGENCY PROCEDURES

6.1. General Information. When an emergency is declared, either on the ground or in the air, Airfield Management or Maxwell Tower is immediately notified so appropriate action shall be taken to avoid or minimize damage or injury.

6.2. Primary Crash Alarm System (PCAS).

6.2.1. The PCAS alerts the Fire Department, Medical Group's Flight Surgeon's Office or Ambulance Service, and Airfield Management of impending or actual emergencies and base exercises.

6.2.2. Tower is responsible to activate the PCAS for any situation (actual or exercise) involving accidents or emergencies.

6.2.3. All parties on the circuit acknowledge receipt of message by use of operating initials when called upon.

6.2.4. Reactivation of the PCAS is activated to amend or update the status of the situation. **NOTE:** Tower tests the PCAS daily between 0800 and 0830L.

6.2.5. If the PCAS fails, the Tower notifies Airfield Management who completes notification by the secondary crash net.

6.3. Secondary Crash Net.

6.3.1. This alarm net is activated by Flight Data controllers immediately upon receipt of information specific to aircraft or the airfield from the PCAS or 42 OSS/CC.

6.3.2. The information passed is verbatim from the source.

6.3.3. If Airfield Management is the initial receiver of the crash, emergency or exercise information, they notify the Tower.

6.3.4. The secondary crash net is divided into two sections: Command Net and Support Net.

6.3.4.1. The Command Net is for immediate support of impending or actual air/ground emergencies.

6.3.4.2. The Support Net has receiver only agencies normally required for back-up actions with air/ground emergencies.

6.4. Emergency Landing.

6.4.1. Maxwell Tower suspends runway operations for emergencies and other situations deemed necessary by the Tower Watch Supervisor.

6.4.2. The Airfield Manager or their representative shall perform a runway inspection as soon as possible and report runway status to the Tower.

6.5. Fuel Dumping.

6.5.1. Maxwell AFB does not have a specified area for fuel dumping. In the event fuel dumping is required, one of the two procedures listed below apply:

6.5.1.1. If flight safety requires immediate fuel dumping:

6.5.1.1.1. Declare an emergency over the controlling agency frequency.

6.5.1.1.2. Advise the controlling agency when fuel dumping begins.

6.5.1.1.3. Advise the controlling agency when fuel dumping is terminated.

6.5.1.1.4. Advise controlling agency of your intentions.

6.5.1.2. If flight safety is not an immediate factor:

6.5.1.2.1. Declare an emergency over the controlling agency frequency.

6.5.1.2.2. Request radar vectors from Montgomery Approach Control to an area that can be used for fuel dumping.

6.5.1.2.3. Request climb to an altitude high enough to permit fuel to vaporize before ground contact.

6.5.1.2.4. Advise Approach Control when fuel dumping begins.

6.5.1.2.5. Advise Approach Control when fuel dumping is terminated.

6.5.1.2.6. Advise Approach Control of your intentions.

6.6. External Stores and Cargo Jettison (Attachment 1).

6.6.1. The grassy area immediately West of Runway 15/33 and North of the intersection of the Assault Strip/Overrun and the Runway is the designated impact area for external stores and jettisoned cargo. The area is bordered on all sides by paved surfaces and is approximately midfield.

6.6.2. Maxwell Tower immediately activates the PCAS.

6.6.3. The Airfield Manager or a representative personally monitors jettison operations.

6.6.4. Maxwell Tower suspends all practice instrument and terminal air traffic until jettison actions are complete and the area involved has been declared safe for continued operations by the Airfield Manager.

6.6.5. Aircraft make a dry run down Runway 15 to personally observe the jettison area.

6.6.6. After completing the dry run down Runway 15, turn right and enter the downwind leg, adjust altitude to 800 feet MSL and establish flight manual airspeed.

6.6.7. The pilot shall notify Tower on the downwind leg when actual jettison of external stores or cargo will occur.

6.6.7.1. The pilot aligns the aircraft with Runway 15 and slightly west of the runway surface so jettisoned stores or cargo land in the Jettison Area.

6.6.7.2. The pilot visually determines the jettison point and advises Tower when jettison is terminated.

6.6.8. Transient Alert personnel, after the area has been declared safe and where no explosive devices are involved, recovers the debris and informs the Airfield Manager when complete.

6.6.8.1. If explosive devices were jettisoned, the area is cordoned off until Supply Munitions personnel have declared the area to be safe or further action is needed.

6.6.8.2. The Airfield Manager, in coordination with the senior fire fighting official, determines the limit of air traffic operations on the movement area prior to Explosive Ordinance Disposal (EOD) safing operations.

6.6.9. If prevailing weather prohibits visual drops, Montgomery Approach Control vectors the aircraft to a Straight-In approach to Runway 15. Upon reaching 3 DME from the Maxwell TACAN or 2 miles from the approach end of Runway 15 on a surveillance approach, the pilot jettisons the external stores and cargo.

6.6.10. Nothing in the foregoing procedures denies a pilot the discretion of dropping external stores and cargo during an emergency.

6.7. Hot Brakes (Attachment 2). Aircraft with suspected hot brakes should, if able, exit at the end of the runway. The senior fire fighting official is responsible for all fire fighting and brake cooling actions. **WARNING:** Brakes reach their highest temperature approximately 15 minutes (20-30 minutes for C-130 aircraft) after maximum braking. A 300-foot cordon is established and maintained until the senior fire fighting official has declared the area safe. **NOTE:** The wide variety of aircraft operating at Maxwell preclude designating a primary hot brakes area (HBA).

6.8. Hot Guns (Attachment 2).

6.8.1. In the event an aircraft experiencing this problem elects to land at Maxwell, the Maxwell Tower activates the PCAS, and the following procedures apply:

6.8.1.1. After landing, the aircraft is directed to the HCZ and parked on a heading of 345 degrees.

6.8.1.2. Security Forces block March Road between the approach end of Runway 15 and the north end of the Assault Strip.

6.8.1.3. Airfield Management shall close taxiway A between the runway and the Assault Strip.

6.8.1.4. Director of Safety or a representative provides the necessary monitoring and coordination to affect dearming and safing as expeditiously as possible.

6.9. Aircraft Bomb Threats.

6.9.1. When an inbound aircraft with a suspected bomb aboard elects to land at Maxwell, Maxwell Tower activates the PCAS.

6.9.2. Every effort is made to have the suspect aircraft land on Runway 33, exit the runway at taxiway A and park in the HCZ (Attachment 2).

6.9.3. Procedures for an aircraft bomb threat are contained in 42 ABW Plan 32-1, *Disaster Preparedness Plan*, and 42 ABW Plan 502, *Aircraft Hijack and Theft Prevention*.

6.9.4. The 42 ABW/CC or designated representative functions as the On-Scene Commander for aircraft bomb threat situations.

6.10. Aircraft Theft and Hijacking. These procedures are contained in 42 ABW Plan 502. All aircrews and personnel working on and around the airfield shall be familiar with the contents of this plan.

6.11. Hydrazine (Emergency Power Unit [EPU]) Maintenance Area.

6.11.1. Aircraft experiencing hydrazine problems or activating their Emergency Power Unit (EPU) should be parked on the HCZ (Attachment 2).

6.11.2. EPU Activation. In the event and aircraft with an activated EPU (planned or unplanned) elects to land at Maxwell AFB, the aircraft shall be instructed to exit the runway at the first available taxiway, if able, preferably taxiway A after landing Runway 33. **NOTE:** Aircraft landing Runway 15 will come to a complete stop and hold position on the runway.

6.11.3. Operations on the Assault Strip and taxiway A north of taxiway B are suspended until the senior fire fighting official declares the area safe.

6.11.4. Aircraft shall park with the nose into the wind.

6.11.5. If armed, heading 345 degrees.

6.12. Emergency Locator Transmitter (ELT). When an ELT signal is received, Maxwell Tower contacts Airfield Management and Montgomery Approach immediately. **NOTE:** ELT testing is permitted only during the first 5 minutes of each hour and with no more than three audible sweeps. Signals received outside these times are considered to be an emergency

transmission, however, the PCAS is not activated, unless directed by competent authority. Montgomery Approach notifies Atlanta ARTCC of ELT signals.

6.13. Emergency Landings During Airfield Closure.

6.13.1. Pilots experiencing an inflight emergency (IFE) should land at Montgomery Regional Airport rather than Maxwell since Maxwell Tower is closed, navigational status cannot be monitored, airfield lighting is off and an emergency response force would certainly be delayed.

6.13.2. In the event the pilot insists on landing at Maxwell, the following procedures should apply:

6.13.2.1. In the event an aircraft experiencing an IFE plans to land at Maxwell, the notified agency advises the pilot that landing is at his or her own risk.

6.13.2.2. The notifying agency advises Command Post who notifies the Fire Department and Security Forces and provides all available information.

6.13.2.3. Every effort should be made to ensure Airfield Operations flight personnel are recalled prior to aircraft landing.

6.13.2.4. Fire Department personnel turn on airfield lighting to step three (3), and if time permits, conduct a check of the runway. The Fire Department stands by with appropriate equipment and monitors the landing.

6.13.3. Base Support for Aircraft Experiencing an IFE. When weather and inflight safety concerns permit, aircrews should delay landing until emergency vehicles have been dispatched and are standing by in their respective areas.

6.13.4. Nothing precludes immediate landing when the situation dictates; however, better response and coverage is possible when emergency vehicles are permitted to pre-position prior to landing.

6.14. Unsafe Landing Gear. Aircrews experiencing an unsafe or unknown landing gear condition should:

6.14.1. Declare an emergency with the controlling agency.

6.14.2. If able, remain airborne until emergency equipment is in place.

6.14.3. Initiate a flyby with the Maxwell Tower not below 200 feet AGL so a visual check of the landing gear may be made.

6.14.4. After landing, insert landing gear lock pins.

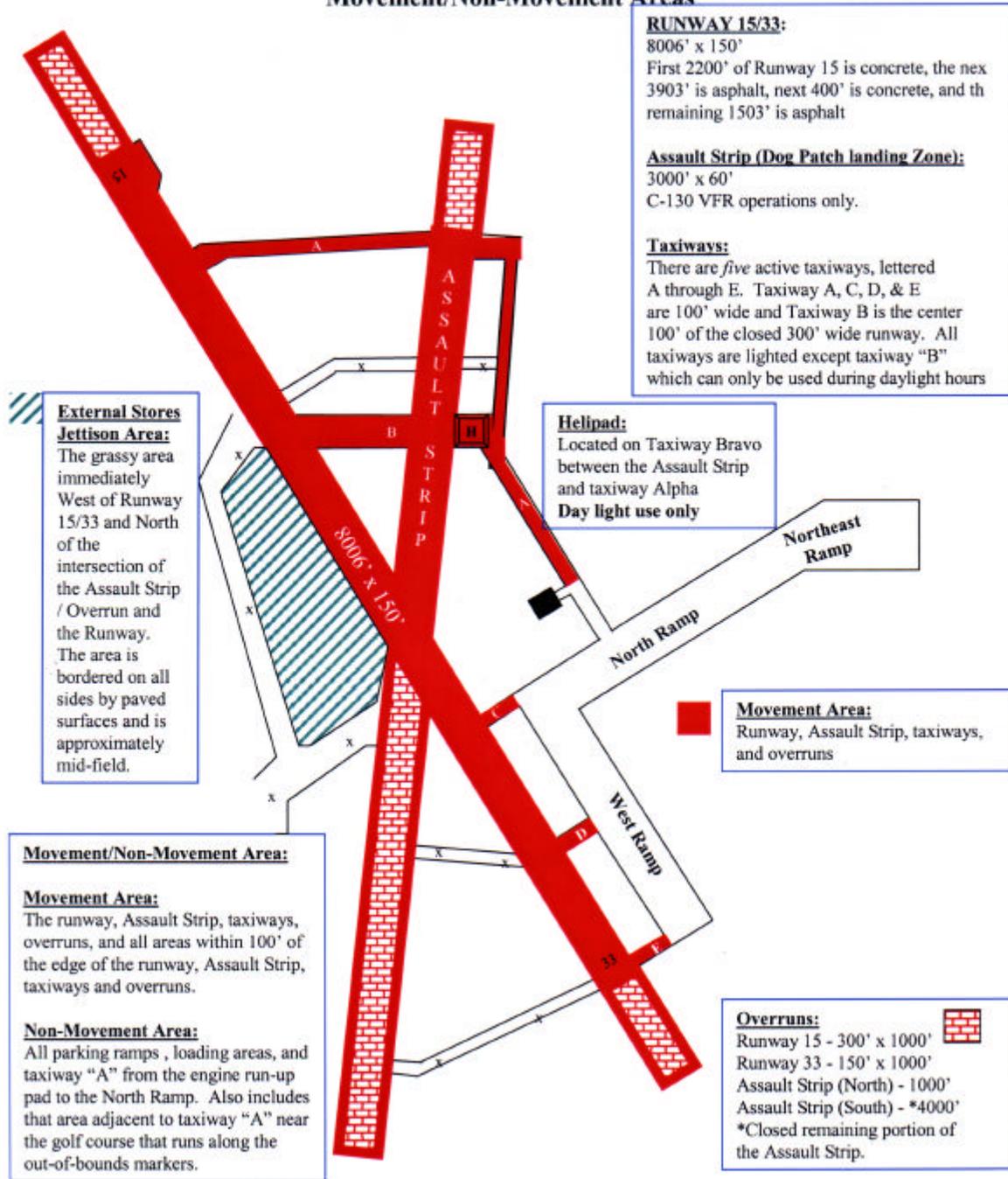
6.15. Evacuation of Maxwell Control Tower. The Tower may be evacuated because of high wind, fire, bomb threat, total power outage or other situations which may imperil personnel. The Tower is evacuated when wind speeds (sustained or gusts) reaches 50 knots, or when deemed

appropriate by the Watch Supervisor. Whenever the Tower is evacuated, Maxwell's Airspace is controlled by Montgomery Approach.

FRANCES C. MARTIN
Colonel, USAF
Commander

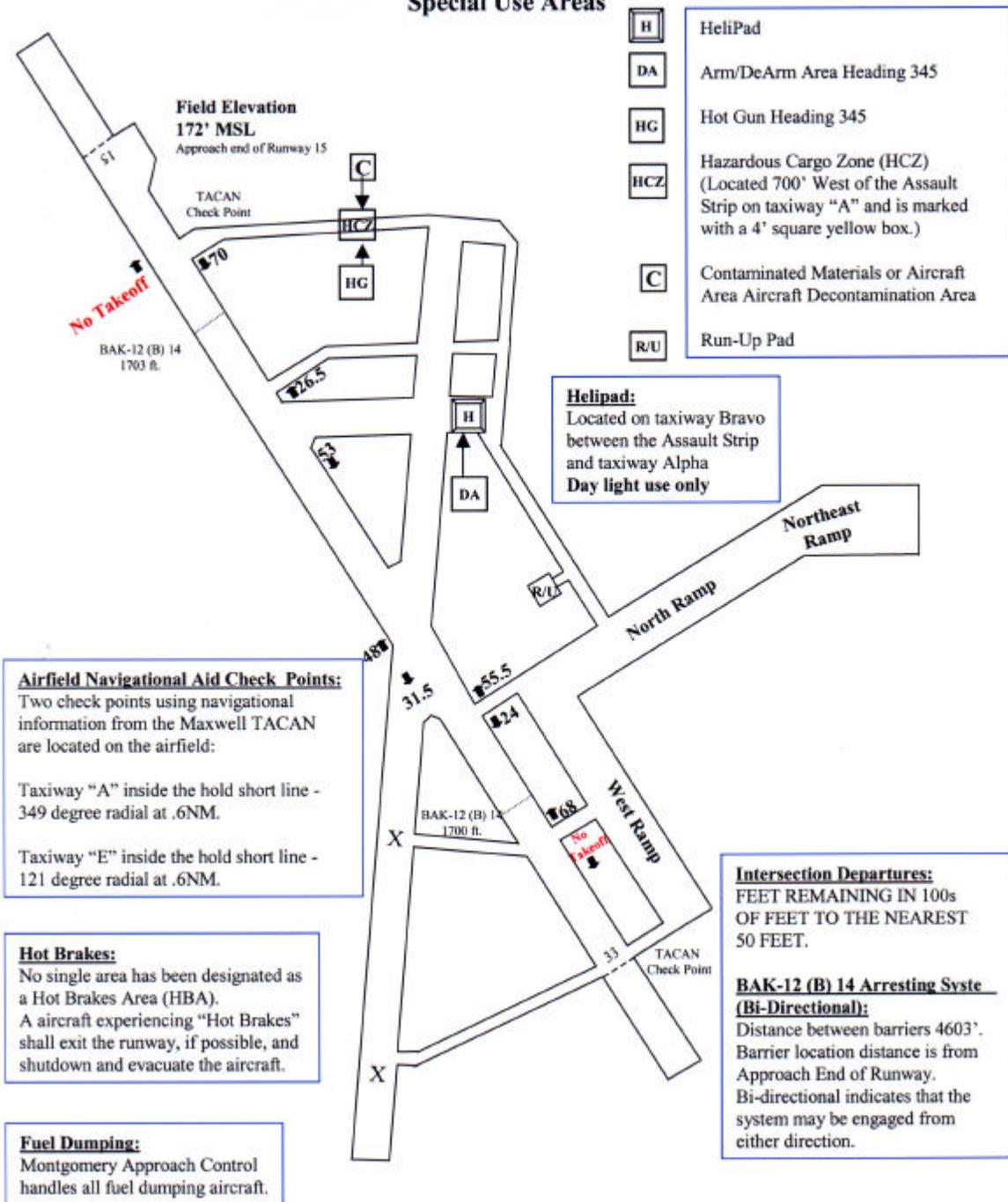
Attachment 1

Airfield Diagram
Movement/Non-Movement Areas



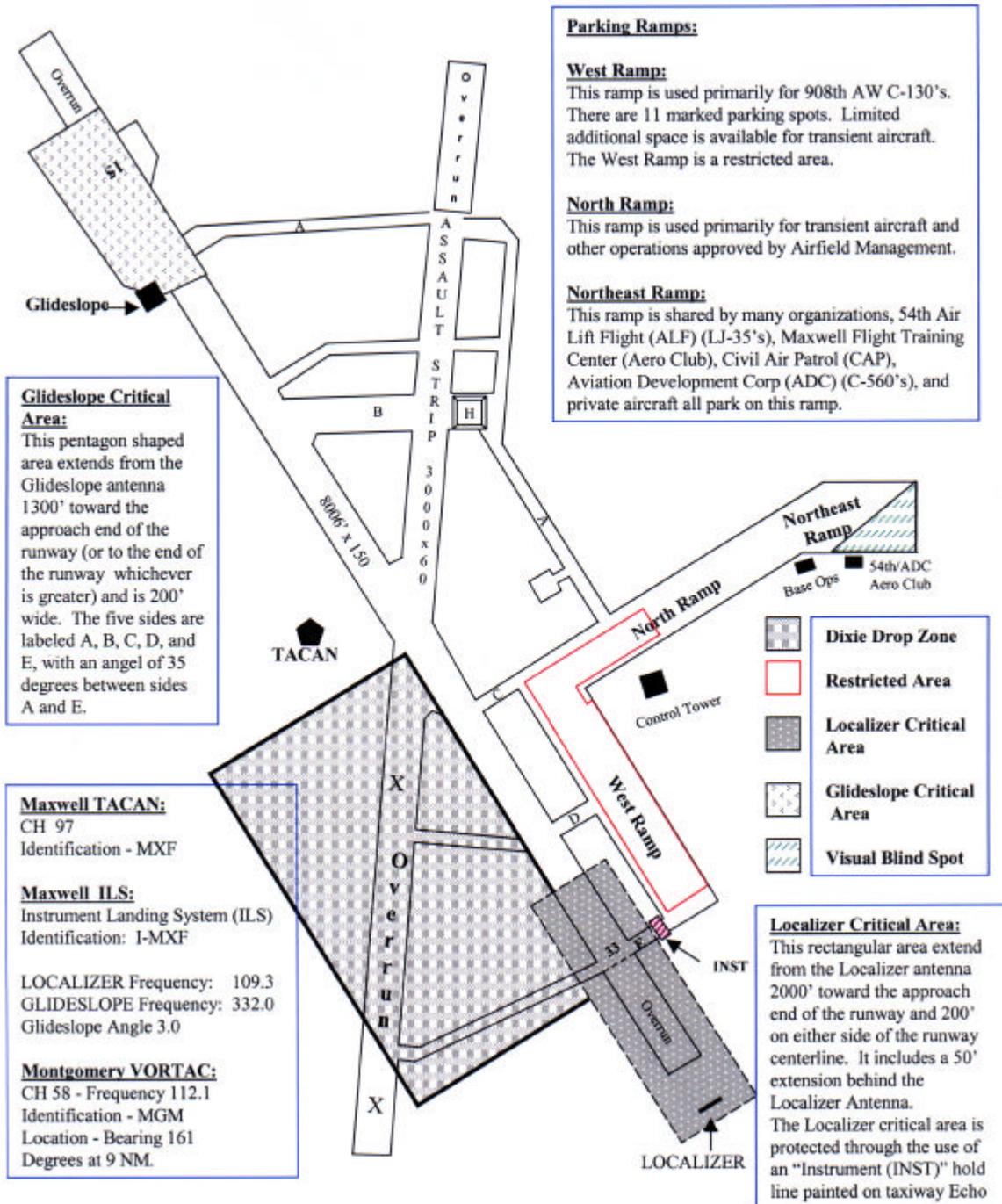
Attachment 2

**Airfield Diagram
Intersection Departure Information
Special Use Areas**



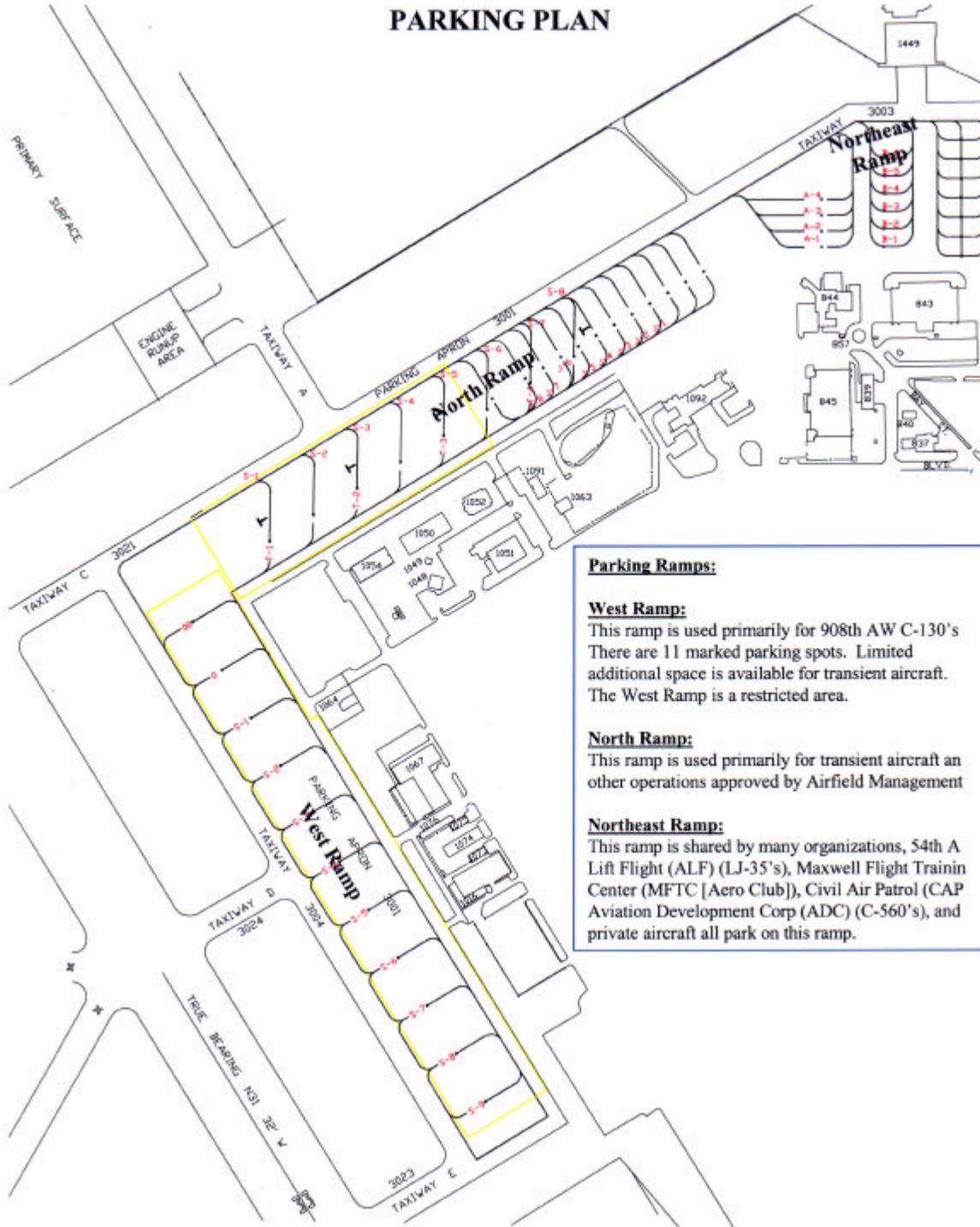
Attachment 3

Airfield Diagram
NAVAIDs



Attachment 4

PARKING PLAN



Parking Ramps:

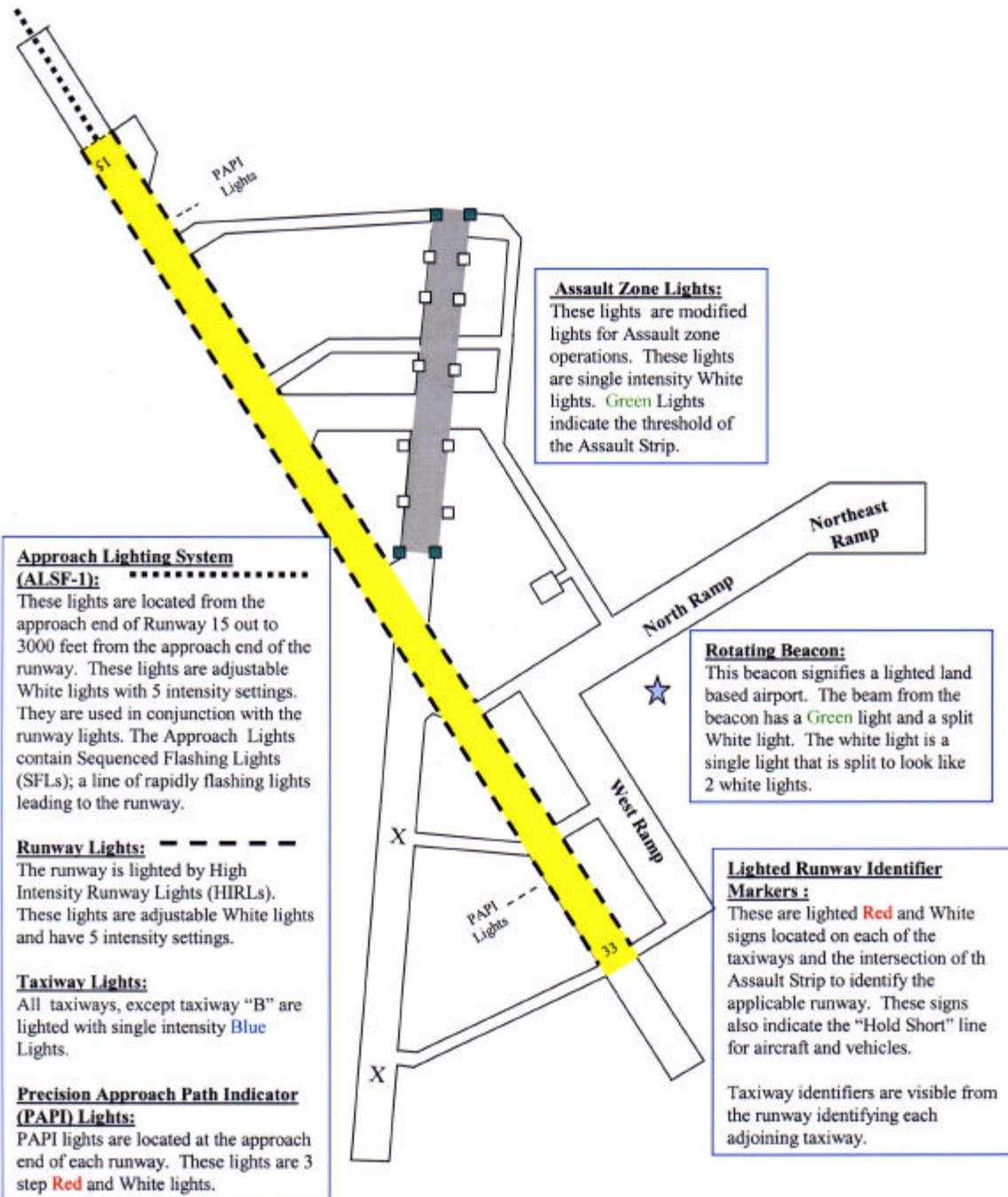
West Ramp:
This ramp is used primarily for 908th AW C-130's
There are 11 marked parking spots. Limited additional space is available for transient aircraft. The West Ramp is a restricted area.

North Ramp:
This ramp is used primarily for transient aircraft and other operations approved by Airfield Management

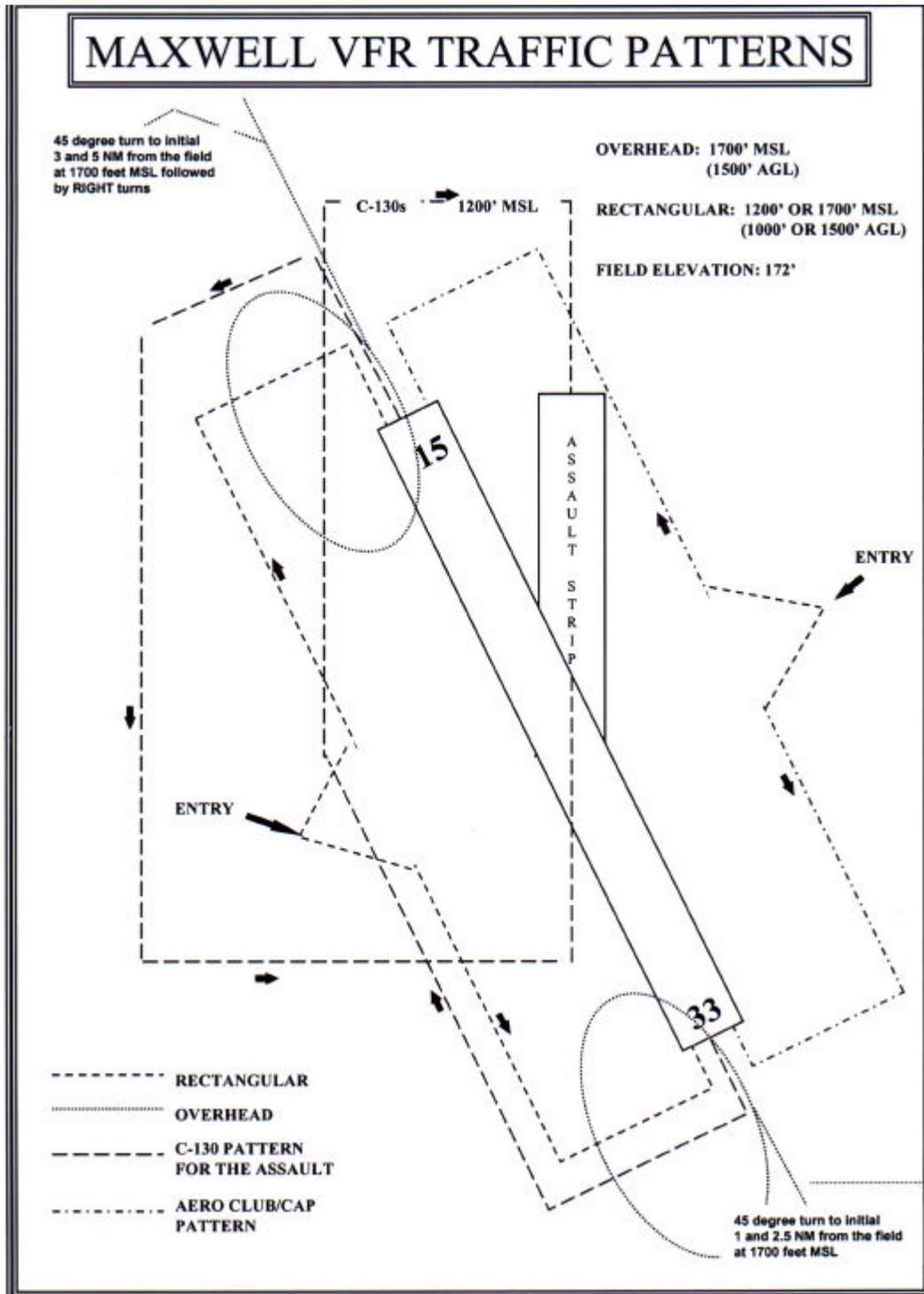
Northeast Ramp:
This ramp is shared by many organizations, 54th A Lift Flight (ALF) (LJ-35's), Maxwell Flight Training Center (MFTC [Aero Club]), Civil Air Patrol (CAP Aviation Development Corp (ADC) (C-560's), and private aircraft all park on this ramp.

Attachment 5

Airfield Diagram
Airfield Lighting



Attachment 6



Attachment 7

Local Flying Area Map with
Maxwell AFB (MXF) and Montgomery Regional (Dannelly Field) (MGM) Airspace



Depicted are the North, South and West Practice Areas.

Most commonly used by MFTC and CAP.