TYNDALL AFB (PAM)(KPAM) AF 6 SE UTC–6(–5DT) N30°04.14´ W85°34.50´ **NEW ORLEANS**
17 B TPA—See Remarks NOTAM FILE PAM Not insp. **H–8G, L–21C, 22I**
RWY 14R–32L: H10107X150 (ASPH–CONC–GRVD) PCN 50 R/C/W/T HIRL **DIAP, AD**
RWY 14R: PAPI(P4L)—GA 2.5° TCH 36´. RVR–T
RWY 32L: PAPI(P4L)—GA 2.5° TCH 41´. RVR–T Thld dsplcd 972´.
RWY 14L–32R: H10008X200 (CONC–GRVD) PCN 35 R/B/W/T HIRL
RWY 14L: ALSF1. PAPI(P4L)—GA 2.5° TCH 49´. RVR–T
RWY 32R: ALSF1. PAPI(P4L)—GA 2.5° TCH 50´. RVR–T
ARRESTING GEAR/SYSTEM
RWY 14R MB100 CHAG (35 FT OVRN) HOOK BAK–12B(B) (1441 FT).
HOOK BAK–12B(B) (2555 FT) MB100 (1013 FT). **RWY 32L**
RWY 14L BAK–15 (117 FT OVRN) HOOK BAK–12B(B) (2305 FT). HOOK MB60 (47 FT OVRN).
HOOK BAK–12B(B) (2289 FT) BAK–15 (120 FT OVRN). HOOK MB60 (51 FT OVRN). **RWY 32R**
SERVICE: **FUEL** JET A++ **OX** 1, 2, 3, 4 **MILITARY—LGT** All rwy thld lgt gated. Rwy 32L dsplcd thr lgts nstd; rollout on Rwy 14R, dsplcd thr rwy end lgts unavbl; two amber lgts in place at end of displacement. Rwy 14L–32R mrkd 150 ft wide; edge lgt dist rmng mkrs and exit signs in place at 200 ft. **JASU** (C–26) (MD–3) (MC–11) (M32A–10) **FUEL** A++ **OIL** O–148 SOAP **A–GEAR** Rwy 14L–32R nml BAK–12B configuration; apch end disconnected; MP 1100–1400Z‡ Thu. Rwy 14R–32L nml BAK–12B configuration; dep end MB–100 always in place; MP 1100–1400Z‡ Tue. **TRAN ALERT** Progressive taxi avbl; tnst acft must arr/dep dur nml duty hr unless apv. Maint capability ltd to F22 and F35 acft. Flw me svc avbl; fleet svc unavbl; does not support lcl flts by tnst acft.
MILITARY REMARKS: Attended Mon–Thu 1100–0300Z‡, Fri 1100–2300Z‡. Clsd wkend, hol and ACC down days; aft hr—TCC DSN 523–2155; svcs not avbl when afld NOTAM clsd. First 1000 ft Rwy 14L and first 3000 ft 32R not grooved. **RSTD** 48 hr PPR—Amgr D523–4244/45, C850–283–4244/45; PPR valid 1 hr +/– ETA; early/late arr/dep must recoordinate; C130 and lrgr provide AMOPS 48 hr prior coord for acft ops rqrg barrier removal. Acft ops and taxi aft airfield ops hr exc emerg or prior coord with amgr NA. C–130 or lrgr exct 180 deg turn on Rwy 14R–32L; exct in last 1000 ft. PAR Rwy 32L hgt group 4; wheel xng hgt 15 ft. PAR Rwy 14R hgt group 4; wheel xing hgt 11 ft. PAR Rwy 14R, hgt group 3; wheel xng hgt 16 ft. All txy lead in lines SW of cntr and east ramp are to be utilized for tow ops only. Twy B north of Twy G and Twy F edge lgts unavbl; twys avbl for daytime VFR ops only. **CAUTION** Drone launch and recovery 2.5 SM and 3 SM SSE of main arpt; extv trng jet tfc 40 NM E; ngt wx obs limitations due to high intst stadium lgts. Drone rwy; LED obstn lgt in use on FMQ–22 wx equip lctd midfield.Use extrm ctn for extv UAS ops. **TFC PAT** TPA—Overhead 2100(2083) til 3 NM then descend to 1600(1583) for break, rgt entry at 3 NM from rwy. PAR apch not avbl after wing flying, wkends or hol. **NS ABTNT** Subj to wx cond; hvy acft exp radar vectors til reaching 6000 ft. **MISC** Wx flt ops H24. Wx brief for tnst aft nml afld hrs—26th OWS Barksdale AFB DSN 331–2690/2607; C318–529–2690/2607; augmented wx observation when flw cond observed or exp: tornado, funnel clouds, waterspout, hail greater than or equal to 1/4 in or volcanic ash. Wx D523–4203/4235; C850–283–4203/4235. Automated obsn otherwise, even when twr clsd. First 1500 ft Rwy 14R and first 2760 ft Rwy 32L conc; mid asph. Base Ops DSN 523–4244. Inbd Canadian acft—1AF DSN 523–3760 prior to arr; exp progressive taxiing instr. Tnst fighter exp 2 ship launch & recovery; exp tsnt svc dla durg peak mission times and wkends. Inbd VIP ctc PTD 30 min prior ldg. Rtne classified/ComSec storage unavbl—Amgr DSN 523–4244/4245; C850–283–4244/4245. Durg airfield closure RSC/RCR not rprtd. Rwy 14 FMQ–19 sensor group OTS. Rwy 14R 979 ft ovrn used for taxiing acft and rollout only; C130 and lrgr acft have outboard eng idle when taxiing on Twy Bravo cntr. Augmented wx pt obst by bldgs, hgr and trees spcly SE–NW; A coop wx watch with ATCT suppls some rstrs. At night ramp lgts make it difficult to est cloud cover, cloud hgt and vis.
COMMUNICATIONS: SFA **ATIS** 254.4 (1200–0400Z‡ Mon–Fri, clsd weekends, hol and ACC down days)(If ATIS unavbl—GC.)
PTD 139.9 372.2
Ⓡ **TYNDALL APP/DEP CON** 119.775 120.825 317.45 379.3 (blw 5000´) 124.15 125.2 338.35 392.1 (abv 5,000´) (1200–0400Z‡ Mon–Fri, 1500–2300Z‡ Sat–Sun, clsd Thanksgiving/Christmas Day.)
JACKSONVILLE CENTER APP/DEP CON 120.825 379.3
TOWER 133.95 263.15 (1200–0400Z‡ Mon–Fri, 1500–2300Z‡ Sat–Sun, clsd Thanksgiving/Christmas Day.)
GND CON 121.9 (Durg RAPCON closure when afld open—GC. 259.3 **CLNC DEL** 118.05 348.7
COMD POST (CHECKER OPS) 381.3 (No fone patch capability; have quick timing avbl 361.4.)
PMSV METRO 290.625 Part–time hrs. (Full svc; tnst acft wx svc—28 OWS Shaw AFB DSN 965–0588 extn 222–223–224–225.)
AIRSPACE: CLASS D svc 1200–0400Z‡ Mon–Fri, 1500–2300Z‡ Sat–Sun, clsd Thanksgiving/Christmas day; other times CLASS E.
RADIO AIDS TO NAVIGATION: NOTAM FILE PAM.
(H) TACAN Chan 64 PAM (133.7) N30°04.44´ W85°34.34´ at fld. 8/4W.
No NOTAM MP: 0900–1200Z‡ Mon–Fri
TACAN AZIMUTH unusable:
050°–060° byd 25 NM
ILS 111.5 I–TYF Rwy 14L. Class IT. No NOTAM MP: 1000–1200Z‡ Wed.
ILS 110.1 I–PAM Rwy 32R. Class IT. No NOTAM MP: 1000–1200Z‡ Wed.
ASR/PAR
COMM/NAV/WEATHER REMARKS: Radar see Terminal FLIP for Radar Minima. During Radar apch ctl closures when afld remains open ctc Gnd Con.