

HEADQUARTERS
6TH AIR DIVISION



HOME BASE
ALERT
PROCEDURES

1 SEPT. 1958

HOME BASE ALERT
STANDING OPERATING PROCEDURES

HEADQUARTERS 6TH AIR DIVISION
MACDILL AIR FORCE BASE, FLORIDA
1 September 1958

FOREWORD

1. PURPOSE: This directive provides instruction and guidance in support of the Home Base Alert Force. These procedures will standardize the method required to launch this alert force. Actual strike missions are contained within individual Unit SO Orders.
2. STANDING OPERATING PROCEDURES: SOP's developed in support of these operations are:
 - a. Applicable to MacDill Air Force Base.
 - b. Numbered in accordance with SAC Regulation 0-2, and will include sufficient details to cover all aspects of these operations.
3. DISSEMINATION: Consistent with the security classification assigned, general dissemination of this information will be effected on a "need to know" basis.
4. PRECEDENCE: Any conflict between information contained in this directive and that of higher headquarters manuals and operations orders will be brought to the attention of this headquarters. Pending resolution of conflicts, higher headquarters manuals and operations orders will take precedence.
5. Requests for changes or additions to Home Base Alert Standing Operating Procedures will be made in writing in draft form of a proposal to amend a published SOP or establish a new one. The proposal will be in the form established by this directive and will be accompanied by any necessary drawings or diagrams. They will be directed to the Director of Operations, 6th Air Division. Approved proposals will be published as revisions to the Home Base Alert Standing Operating Procedures.

FOIA (b)(6)

PAUL W. FISHER, JR.
Colonel, USAF
Commander

HOME BASE ALERT

1 September 1958

SOP NO. 0-2

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SOP NO. 34-1

SUPPORT

Billeting of Alert Personnel

1. PURPOSE: To establish procedures for the billeting of alert crews and support personnel.
2. SCOPE: Provisions of SOP apply to all alert personnel.
3. PROCEDURES:
 - a. Alert crew officers will be billeted in BOQ 411, Rooms 120, 121, 122, 123, 125, and 127.
 - b. Alert crew airmen will be billeted in Base Hanger, Room 218.
 - c. Keys for billet assignments will be passed on from one crew to the next crew at end of tour.
4. GENERAL:
 - a. All crew members will receive maid service and towel service.
 - b. Parking spaces will be reserved for alert crew vehicles in the area immediately adjacent to their billets.
 - c. Lounge facilities will be provided alert crew members.
 - d. Alert personnel will not be charged for accommodations.

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SOP NO. 35-1

PERSONNEL

Wearing of Flying Clothing and Fatigue Clothing

1. PURPOSE: To establish authorization for wearing of flying clothing and fatigue clothing on base facilities.
2. SCOPE: All personnel connected with the Alert Force.
3. PROCEDURES:
 - a. Alert Force Crews are permitted to use authorized Base Facilities and authorized Base Recreational Facilities while wearing flying clothing (Alert Air Crew) or fatigue clothing (Alert Ground Crew).
 - b. Alert Force Crews will wear "6TH AD ALERT FORCE" badges during their tenure of duty.
 - c. Alert Force Crews are permitted to use all the facilities of the Open Messes, including dining area, at any time of the day or night, in any part of the Open Mess.
 - d. Two (2) tables will be reserved in the Officer's Open Mess for messing alert flight crew members, to seat at least six (6) crew members each table.
 - e. Crew members will make every effort to wear clean flying clothing (or fatigue clothing) during their evening meals in the Open Messes.

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SOP NO. 55-1

OPERATIONS

Alert Instructions

1. PURPOSE: To define the various types of alerts.
2. SCOPE: This SOP applies to all personnel who have a duty to perform under the Alert Concept.
3. PROCEDURES:
 - a. Upon sounding of an Alert, crews will proceed directly to their aircraft, through the access point and individual aircraft access guard.
 - b. Crews will observe Base speed limits at all times.
 - c. Vehicles will be parked to the left side of the aircraft, outside of and aft of the left wing tip and off the hard surfaced taxiway, facing aft.
 - d. At the termination of a Test Alert, the crew will park aircraft (if applicable), re-cock, and log write ups in the DD Form 781.
4. DETAILED INSTRUCTIONS:
 - a. Crews will be given launch or test instructions on reporting "ready" to the Command Post. All instructions to crews will be authenticated with KAC-1. Reference ALERT CREW CALL-IN PROCEDURES.
5. ALERT TYPES:
 - a. LAUNCH. Aircraft will take off as soon as possible.
 - b. ALPHA TEST. Report to Command Post when "ready to start engines"
 - c. BRAVO TEST. Report to Command Post when "ready to taxi".
 - d. COCOA TEST. Report to Command Post and report "taxiing" to take off position. Aircraft will taxi to end of runway, advance power to 100%, DO NOT ACTIVATE WATER INJECTION, release brakes, reduce power, and taxi to parking area.
 - e. ROMEO TEST. Report to Command Post "taxiing". Take off as soon as possible under SAC directed Ground Rules. (Nickname "BATTLE CRY").

HOME BASE ALERT

1 September 1958

SOP NO. 55-2

OPERATIONS

Implementation of Alert

1. PURPOSE: To establish a list of agencies to be notified upon implementation of an alert as a back-up system for the primary alerting system.

2. RESPONSIBILITY: The duty controller is responsible for notifying the agencies listed in this SOP.

3. PROCEDURES:

a. Upon receipt of a properly authenticated alert the following agencies will be notified by Primary Command Post after the KLAXON HORN is sounded.

- (1) Maintenance Control (Notify Fire Department).
- (2) Central Security.
- (3) 6th Air Division Command Post (Duty Hours Only).
- (4) Command Representative (Non-Duty Hours).
- (5) MacDill Tower.

b. The following information will be given to the agencies listed above:

- (1) Type Alert _____.
- (2) Active Runway _____.
- (3) Time of Alert or E hour _____ 2.

4. GENERAL: Wing Command Post will further amplify their internal SOP's to insure dissemination of Alert information.

5. TELEPHONE ALERT: The Command Post will give first priority of Telephone Alert Notification to Alert Crews on temporary Telephone Alert in the Hospital Area.

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SOP NO. 55-5

OPERATIONS

Time Study, Alert Tests

1. PURPOSE: To maintain a constant evaluation of the alert force capability.

2. SCOPE: Provisions of this SOP are applicable to Command and Staff Personnel.

3. PROCEDURE: One copy of the attached form will be completed by the 306th Bombardment Wing Command Post and Control Tower for each test alert executed. The 306th Bombardment Wing Command Post and/or Control Tower will record times when called in by individual aircraft. These reports will be consolidated and weekly reports will be submitted by the 306th Bombardment Wing Command Post as of 1300Z each Monday.

4. DISTRIBUTION: Report will be completed in four (4) copies and submitted as follows:

- 1 Copy - Commander 2AF, ATTN: DOD
- 1 Copy - Commander 6th Air Division
- 1 Copy - Commander, 305th Bombardment Wing
- 1 Copy - Commander, 306th Bombardment Wing

5. RESPONSIBILITY: The Primary Command Post will take necessary action to have attached form reproduced by the 809th Air Base Group in sufficient number to fulfill the requirements of this SOP.

S E C R E T
(When filled in)

Att 1, Alert SOP _____

ALERT TEST TIME STUDY

DATE _____ TYPE TEST _____ "A" HOUR _____ 2
(1) (2) (3)

Line No.	Unit	(ALPHA)	(BRAVO)	(COCA)	Time Start Take-Off Roll
		Time Ready Start Eng	Time Ready To Taxi	Time Taxing For Take-Off	

HOME BASE ALERT

1 September 1958

SOP NO. 55-6

OPERATIONS

Klaxon Horns

1. PURPOSE: To establish uniform procedures for the testing of Klaxon Horns each day, to insure the operational status of this alerting system.
2. This SOP is applicable to all units assigned or attached to 6th Air Division.
3. DEFINITION: Klaxon signals for practice and actual, which do not include "test signals" outlined below, will be in accordance with SAC Manual 55-7, i.e., ten (10) seconds on, three (3) seconds off, ten (10) seconds on, fifteen (15) seconds off. This pattern will be repeated three (3) times.
4. RESPONSIBILITY:
 - a. Recipients of this SOP can readily recognize the operational importance of our alerting system. Consequently, all echelons will insure that action as directed in this SOP is strictly adhered to.
 - b. Major subordinate commanders will be responsible for compliance with the procedures outlined in this SOP by those agencies within their jurisdiction as indicated in Base Regulation 55-3, dated 19 August 1958.
5. PROCEDURES: The following criteria have been established for testing the operational status of Klaxon Horns each day at 1000 Hours EST.
 - a. This test will be initiated each day by the Primary Command Post. The test pattern will be a ten (10) second sound of the Klaxon Horns. To insure the operation of the alternate Klaxon Horn Switch located in the 305th Command Post, the Primary Command Post (306th) will delegate the responsibility of testing Klaxon Horns a minimum of twice each week.
 - b. Inclosure #1 to Base Regulation 55-3 depicts the present location of Klaxon Horns and lists the party responsible for insuring that a telephone report is submitted, immediately after each test, when Klaxon Horns fail to sound during the test period. These telephone reports will be submitted to the Telephone Test Board, Ext. 290361 or 33-121. Personnel of the Telephone Test Board will provide a "Klaxon" status report, by telephone, to each Command Post of this Division within one (1) hour after the 1000 Hours test, with follow-up report as repairs are made.

HOME BASE ALERT SOP NO. 55-6

c. 809th AGRU Form #51 is an Initial Chart and will be posted near each Klaxon Horn location. This chart will indicate the status, by day, of each Klaxon Horn, ie, an initial by the individual checking the operational status of the system will indicate that the Klaxon is operational. However, should the Klaxon be inoperative, the time will be entered indicating submission of inoperative report. Further, each major subordinate command will be responsible to insure that the Klaxon Horn Initial Sheets are properly executed. This will be accomplished by a physical inspection of the Initial Chart at least twice each week.

d. These telephone reports and Initial Charts will be initiated consistent with duty hours of the reporting agency.

e. The Responsible Agency will forward completed initial charts to their major commander. The commander will, in turn, forward these charts to the Base Communications Officer where they will be reviewed for a possible pattern of malfunction that may show up. The Base Communications Officer will retain the Initial Charts for a period of six (6) months, after which they may be destroyed.

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SOP NO. 55-7

OPERATIONS

Alert Crew Schedule

1. PURPOSE: To establish procedures to designate crews to Alert Force, and to instruct crews regarding their crew schedule.
2. SCOPE: This SOP applies to all personnel of the 305th and 306th Bombardment Wings.
3. PROCEDURES:
 - a. Crews scheduled for alert duty will be programmed monthly in the respective Wing Operations and Maintenance Plan, and re-confirmed at the Weekly SAC Regulation 60-9 meeting. Designation of crews will be coordinated according to existing procedures.
 - b. Combat Crew Alert duty will be for a seven (7) day period: On at 0800 Friday, and off the following Friday, when relieved by new Alert Crew.
 - c. Crews will report to 306th Bomb Wing Combat Operations, (Building 7), at 0630 the Thursday before assuming alert status. The entire day will be scheduled for EWG study, EWG target study, trainer runs, general briefing, and examination.
 - d. The Friday on which a crew is relieved from Alert Duty will be a non-duty day for the crew after being relieved.

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SOP NO. 55-8

OPERATIONS

Change-over Procedures and Daily Schedule

1. PURPOSE: To establish crew change-over, daily crew schedule, personal equipment handling, and positive control procedures for all Alert Force crews.

2. SCOPE: The provisions of this SOP apply to all personnel of the 305th and 306th Bombardment Wing.

3. PROCEDURES:

a. Thursday - 0830: Crews going on alert the next day will report to 306th Bomb Wing Combat Operations (Building #7) for specialized briefing. After specialized briefing, report to respective Combat Operations (305th or 306th) for EWO study, EWO target study, trainer runs, and general briefing. After completion of study, Combat Mission Folders will be turned in for inventory and sealing.

b. Friday - 0745: 305th Bomb Wing crews going on alert will report to 306th Target Materials vault to draw their sealed CMF and process. 306th Bomb Wing crews going on alert will report to 306th Combat Operations for processing.

0800: All crews going on and off alert report to 306th Combat Operations (Building 7) for EWO briefing.

0820: The crew going off alert will provide transportation for the new crew to the Squadron for pick up of individual personal equipment, guns, morphine syrettes and KAC's.

0830: All crews report to aircraft and meet Positive Control Officer for change-over at aircraft. Old crew will remove equipment and turn in to respective squadrons and Target Material Sections. New crew will position equipment and preflight aircraft.

0900: Crews going off alert must then return to aircraft and turn over vehicle to the new crew.

c. Saturdays through Thursdays - 0800: EWO briefing, all crews, in 306th Bomb Wing Combat Operations (Building 7).

0830: Daily preflight.

d. The old crew will transfer key to billet at change-over.

HOME BASE ALERT SOP NO. 55-8

e. If the Alert Signal is sounded after the new crew enters the aircraft, but before it signs for the Positive Control Envelope, the old crew is launched. The signing of the Positive Control Certificate is the change-over time.

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1 September 1958

SOP NO. 55-9

OPERATIONS

Daily Alert Briefing

1. PURPOSE: To provide current information on the Alert Force Concept to applicable staff personnel and Alert Crews.

2. SCOPE: This SOP applies to personnel of 305th and 306th Bombardment Wings, 6th Air Division, 809th Air Base Group and the 4234th USAF Hospital who have a duty to perform under the Alert Concept.

3. PROCEDURES.

a. The designated briefing officer will conduct the briefing at 0800 daily in the 306th Combat Operations Building, #7.

b. Attendance is mandatory for all crews on Alert duty and crews going on Alert duty.

c. Detailed Instructions:

(1) During roll call the briefing officer will review aircrew status for DNIP's and, if necessary, take action to designate a substitute crew.

(2) EWO weather briefing will review terminals, winds enroute, cloud coverages, "D" values, tropopause heights, and other information as required. Winds will be given in both components and normal azimuth/velocity methods for both low and high level.

(3) Intelligence summary will give changes, if any, in intelligence as it affects the Alert Crews.

(4) Time hack and daily code number for identification purposes.

(5) Aircraft status.

(6) Status of KLAYON HORNS.

HOME BASE ALERT

1 September 1958

SOP NO. 55-10

OPERATIONS

Preparation and Filing of Form 365F

1. PURPOSE: To designate procedures to be followed in preparation of Weight and Balance Form 365F.

2. SCOPE: This SOP applies to all Combat Crews and Staff Personnel that fall under the Alert Concept.

3. PROCEDURE:

a. Each crew on reporting for Alert duty will check the Form 365F of their assigned aircraft for accuracy. If no Form 365F is on file the Alert crew will immediately accomplish one. The Form 365F will be kept current on each Alert Aircraft at all times. During daily pre-flight the exact fuel readings will be recorded along with any weight change on the aircraft and used to keep the Form 365F current.

b. The Form 365F will be filed in the Combat Operations Office for both 305th and 306th Bomb Wings.

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1 September 1958

SOP NO. 55-11

OPERATIONS

Pre-Flight of Cocked Aircraft

1. PURPOSE: To establish a standard procedure for pre-flighting aircraft entering the alert line. Daily acceptance checks and the cocking of aircraft being replaced.

2. SCOPE: The provisions of this SOP are applicable to all personnel participating in operation alert duty.

3. RESPONSIBILITY: It is the responsibility of the Wing Commander, Alert Staff, and Combat Crews to comply with the provisions of this Standing Operations Procedure.

4. GENERAL:

a. Aircraft will enter the alert line according to individual Wing monthly schedule. A complete dash one pre-flight must be accomplished on these aircraft prior to replacing aircraft on the alert line.

b. The alert check list will be used for all pre-flighting, cocking and uncocking of aircraft participating in alert duty at this base.

5. PROCEDURE:

a. Prior to an aircraft being accepted into the alert line, a complete interior and exterior pre-flight inspection will be accomplished as outlined in Normal Procedures, Section 2, of T. O. 1B-47-E-1. This pre-flight will be performed only by the crew on alert. If the aircraft is acceptable by the alert crew, they will further accomplish the necessary checklist to put the aircraft into the cocked configuration.

(1) After the aircrew has pre-flighted and cocked the new aircraft, no personnel will enter the cocked aircraft until the aircraft commander has "uncocked" the airplane.

b. Daily pre-flight inspection: At 0830 daily the alert crew will proceed to the aircraft and accomplish the "Daily Aircraft Pre-Flight and Acceptance Check".

HOME BASE ALERT SOP NO. 55-11

c. When the alert crew has accepted a new aircraft for the alert line, has finished cocking it, and has uncocked the old aircraft, the crew will go to the briefing room and complete a new Form "F" for the new aircraft.

d. In addition to other requirements the Aviation Depot Squadron must perform daily weapons inspection. This inspection will be 0830 daily so that weapons inspectors may gain access to the aircraft bomb-bay and cockpit.

HOME BASE ALERT

1 September 1958

SOP NO. 55-12

OPERATIONS

Traffic Flow Plan

1. PURPOSE: To provide an orderly flow of alert vehicle traffic during an alert.

2. SCOPE: Applicable to all personnel operating alert vehicles at MacDill Air Force Base.

3. PROCEDURES:

a. General: All alert traffic will follow prescribed route when responding to an alert signal (Reference Inclosure, hereto). To enable an orderly and smooth flow of traffic, Hangar Loop Road and Florida Avenue are established as main arteries for alert traffic flow, using Gates #1 (Base Operations) and #14 (306th Bombardment Wing).

b. Signs will be posted to designate alert traffic route on the base proper. However, within the flight line fence (aircraft parking area), painted illuminating lines will be established to guide alert vehicles when responding to an alert signal.

c. Point-to-point alert traffic is authorized by alert vehicles when not under alert conditions.

d. Access to arteries during an alert will be by the most expeditious and direct routes.

e. Specific Precautions:

(1) Emergency signal will be turned on during alert conditions only.

(2) Extreme caution will be exercised at all intersections, particularly at those where other alert vehicles may be converging.

(3) Base speed limits will be observed as follows:

(a) Main arteries to flight line entrance - 20 MPH.

(b) Flight line speed (Aircraft Parking Area) - 15 MPH.

(c) 30 MPH speed limit is permitted beyond the aircraft parking area to the alert parking area (provided aircraft are not parked within 100 feet of approved routes).

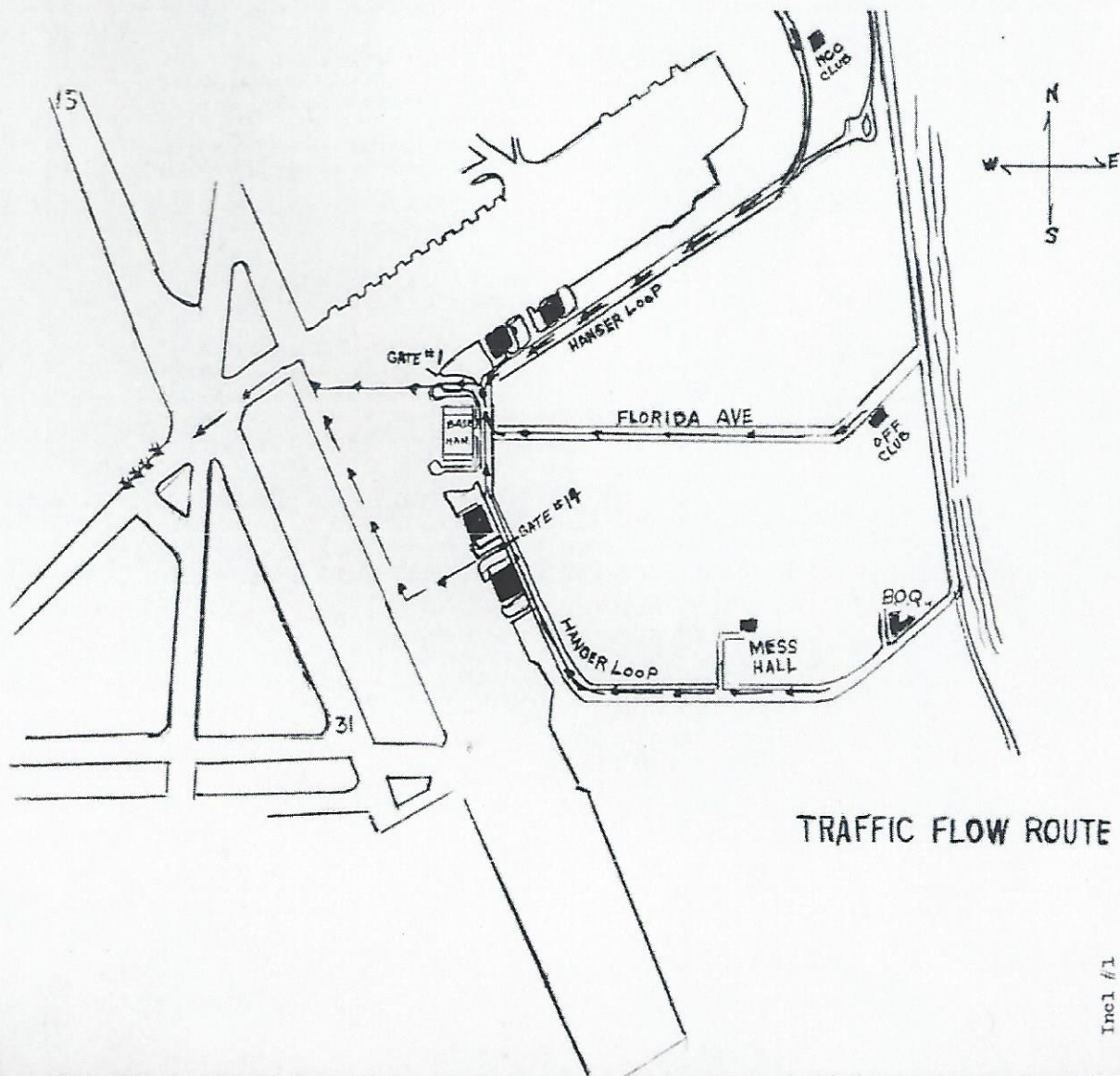
HOME BASE ALERT SOP NO. 55-12

(4) If a "U" turn is required to expedite travel, the following procedure will be used: With emergency signal on, pull to the extreme right side of street and stop. Use automobile director signal or arm signal to indicate a left turn. Check for oncoming traffic in both directions; if clear, proceed with "U" turn.

(5) One-way traffic streets will be observed.

1 Incl

1. Traffic Flow Route



TRAFFIC FLOW ROUTE

HOME BASE ALERT

1 September 1958

SOP NO. 55-13

OPERATIONS

Tower Procedures During Alerts

1. PURPOSE: To outline in definite form the procedures to be adhered to by the Senior Traffic Controller in the tower upon notification of a Coca, Romeo, or actual launch for Alert Sorties.

2. RESPONSIBILITY: The responsibility of complying with this SOP lies with the Senior AACS Traffic Controller on duty in the tower at the time alert is generated.

3. PROCEDURES:

a. Upon notification of a Coca, Romeo or Actual Launch, the tower will transmit the following information on UHF only.

(1) "This is MacDill Tower, MacDill Air Force Base is under an alert at this time. All traffic will be delayed approximately twenty minutes. All aircraft clear the traffic pattern. Any aircraft having an airborne emergency will be cleared to land upon contacting tower. MacDill tower will call you on this frequency when the field is open."

b. Notify RAPCON & OCA that this airdrome is closed and to either hold or orbit aircraft as so desired to keep the active runway clear. However, if there is an airborne emergency it will have priority and will be allowed to continue its approach for a full stop landing.

c. Clear those taxi ways that are necessary to permit rapid access to the active runway by alert sorties.

d. The Supervisor of Flying will assist in the monitoring of the alert and maintain the standard necessary for flying safety.

e. Upon completion of the alert phase when the runway is clear of all alert aircraft, the field may be reopened for normal traffic.

HOME BASE ALERT

1 September 1958

SOP NO. 55-14

OPERATIONS

Tower Officer Responsibility

1. PURPOSE: To establish Tower Officer responsibility for the Alert Force.

2. SCOPE: The provisions of this SOP are applicable to all Operations, Staff, and Aircraft Commanders of the 305th and 306th Bombardment Wings, and Tower personnel.

2. PROCEDURES:

a. The Tower Officer/Supervisor of Flying will also act as the Alert Tower Officer. He will be either in the 306th Command Post or the Tower during his tour of duty. The Tower Officer must have a vehicle.

b. When there is no tactical traffic in the area, the Tower Officer may be in the Command Post. When the alert is sounded, he will proceed to the Tower to assume his duties on all alerts except an ALPHA ALERT TEST.

c. If an Alert is sounded while the Tower Officer is in the Tower, the Controller will call the type alert and "E" Hour to the Tower Officer through the intercommunications system.

d. Classified messages to the Alert Crews will be transmitted from the Command Post, through the Tower Officer, if necessary.

e. On implementation of a SAC Alert, the Tower Officer will be relieved by the SAC ALERT TOWER OFFICER, as soon as possible, for further launch of generated aircraft after the alert force.

f. The Supervisor of Flying (Tower Officer) will attend the daily EWO Briefing in the 306th Combat Operations (Building P-7), at 0800 EST.

(1) The Supervisor of Flying will brief his night duty replacement on information received at daily EWO briefing.

g. The Tower Officer will be assigned a vehicle under instructions contained in the Supervisor of Flying SOP.

h. The Tower Officer will have billeting facility available in the event he is not required to be on duty in the Tower or Command Post under instructions contained in the Supervisor of Flying SOP.

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1 September 1958

SOP NO. 55-15

OPERATIONS

Emergency Evacuation of Aircraft

1. PURPOSE: To establish procedures in the event of Emergency Evacuation of Aircraft.

2. SCOPE: The provisions of this SOP apply to all personnel associated with the Alert Concept.

3. PROCEDURES:

a. Crews:

(1) Emergency Evacuation of Alert Aircraft for fire, crash, or other disaster conditions will be accomplished by the crews, under normal alerting procedures. Specific instructions will be issued by the Command Post or Tower, on Command Post frequency.

b. Alert Support Personnel:

(1) Emergency movement of the aircraft will be accomplished only under the supervision of the Alert Aircraft Commander, ie, emergency "uncocking" of the aircraft will be accomplished only by the Alert Air Crew under normal alerting procedures. Command Post instructions may be relayed through Maintenance Control Vehicle frequency, Crash frequency, or special runner, in the event that an aircraft is untenable. Alert support personnel will not uncock aircraft under any circumstances.

c. Command Post Implementation:

(1) Immediately, sound the KLAXON horn in the normal manner.

(2) Notify Maintenance Control by phone so that the "Colemans" will be immediately moved to the alert area for towing purposes, if needed.

(3) Notify the Supervisor of Flying to control all local traffic, clear the taxiways, if necessary supervise movement of alert aircraft.

(4) The combat crews will be notified of emergency evacuation by normal procedures from Command Post by UHF radio. They will start the four (4) enbound engines of their assigned aircraft and prepare to taxi on the instructions of the tower. Upon notification of termination of Emergency Evacuation the aircraft will be directed to return to their assigned sites or to sites so designated by the Command Post.

HOME BASE ALERT

1 September 1958

SOP NO. 55-16

OPERATIONS

M-14 Destruction Grenades

1. PURPOSE: To specify procedures and responsibilities for placing M-14 Destruction Grenades aboard aircraft.

2. SCOPE: This Standard Operating Procedure pertains to the Aviation Depot Squadron, all air and ground crew members, and staff personnel.

3. PROCEDURES:

a. Nine (9) Destruction Grenades will be stowed aboard alert aircraft. When weapon is loaded by Aviation Depot Squadron, grenades will be given to aircraft crew chief. The crew chief will immediately stow grenades behind the co-pilot seat, and A&E Monitor will record this action in Block E and Remarks Block of AF Form 781-C.

b. M-14 Grenades will be delivered in containers which have been fabricated to allow container to be tied down in stowage position.

c. When aircraft goes off alert, M-14 Grenades will be removed by the crew chief and given to Aviation Depot Squadron loading crew. A&E Monitor will change AF Form 781-C to reflect removal of grenades.

4. GENERAL:

a. Aircrews and staff personnel will be familiar with SAC Regulation 205-2, Subject: Disposition of Aircraft and Equipment if Forced to Land in Enemy or Neutral Territory.

b. Aircrews will be familiar with the use and operations of M-14 Grenades. Special emphasis will be placed on safety precautions to be observed. Aviation Depot Squadron Emergency Ordnance Disposal personnel will give necessary instructions as scheduled.

c. This SOP is authority for expenditure of M-14 Grenades for instruction purposes.

HOME BASE ALERT

1 September 1958

SOP NO. 55-17

OPERATIONS

Alert Taxi Plan Procedures

1. **PURPOSE:** To establish a standard procedure for taxiing of alert aircraft during test alerts.
2. **SCOPE:** The provisions of this SOP are applicable to all Aircraft Commanders, Tower Operators, Alert Force Operations Personnel.
3. **GENERAL:** This SOP is to assure a pre-established, orderly departure from the alert parking area to the taxi lanes, and to allow all Aircraft Commanders, once they have boarded the aircraft, to know if the aircraft on either side is in condition to participate in the alert exercise.
4. **PROCEDURES:**
 - a. Wing illumination lights will be left on in all B-47 aircraft in the cocked configuration. These lights will then go on immediately upon starting the power unit. The lights are to be left on by the crew, unless troubles develop that will not allow the aircraft to taxi. This will insure that Aircraft Commanders in the adjoining aircraft on either side know whether this aircraft will taxi. If trouble develops prior to or during engine start that will preclude taxiing, the wing illumination lights will be turned off. If the aircraft on the Aircraft Commander's right or left turns wing illumination lights off, he will taxi in that aircraft's position.
 - b. In departing from the parking area after power is applied, the aircraft will proceed to start forward to the taxi center line and proceed at no closer than a 300 foot interval to the aircraft in front of him. This spacing can be achieved by remaining in the parking area until the preceding aircraft has reached this distance.
 - c. Taxiing will be at a normal, slow taxi pace. See attached diagram for taxi route for take off on Runway 22 or 04. Aircraft will taxi out in numerical order of parking space.
 - d. In taxiing out onto the runway, each aircraft will delay on the taxiway, behind the yellow line, until there is an open spot to move into on the runway. Normally, there will be three (3) aircraft on the runway, and the next following aircraft will fill in the position vacated by aircraft taking off.

HOME BASE ALERT SOP NO. 55-17

e. Aircraft in take-off position will start acceleration roll at one (1) minute intervals.

f. The Control Tower must clear all taxiing aircraft, at the sound of the alert, to insure unrestricted taxi of alert aircraft.

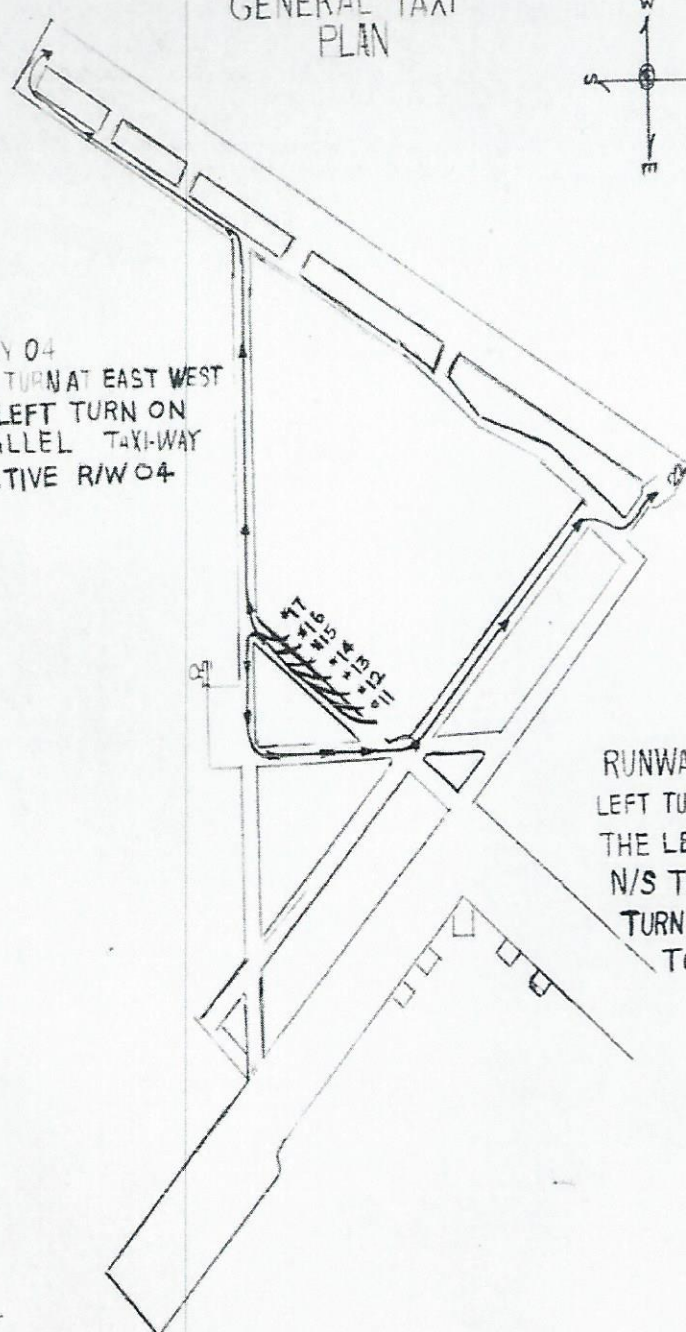
2 Inc's:

1. General Taxi Plan
2. Taxi Plan In, Out,
and Runway Lineup

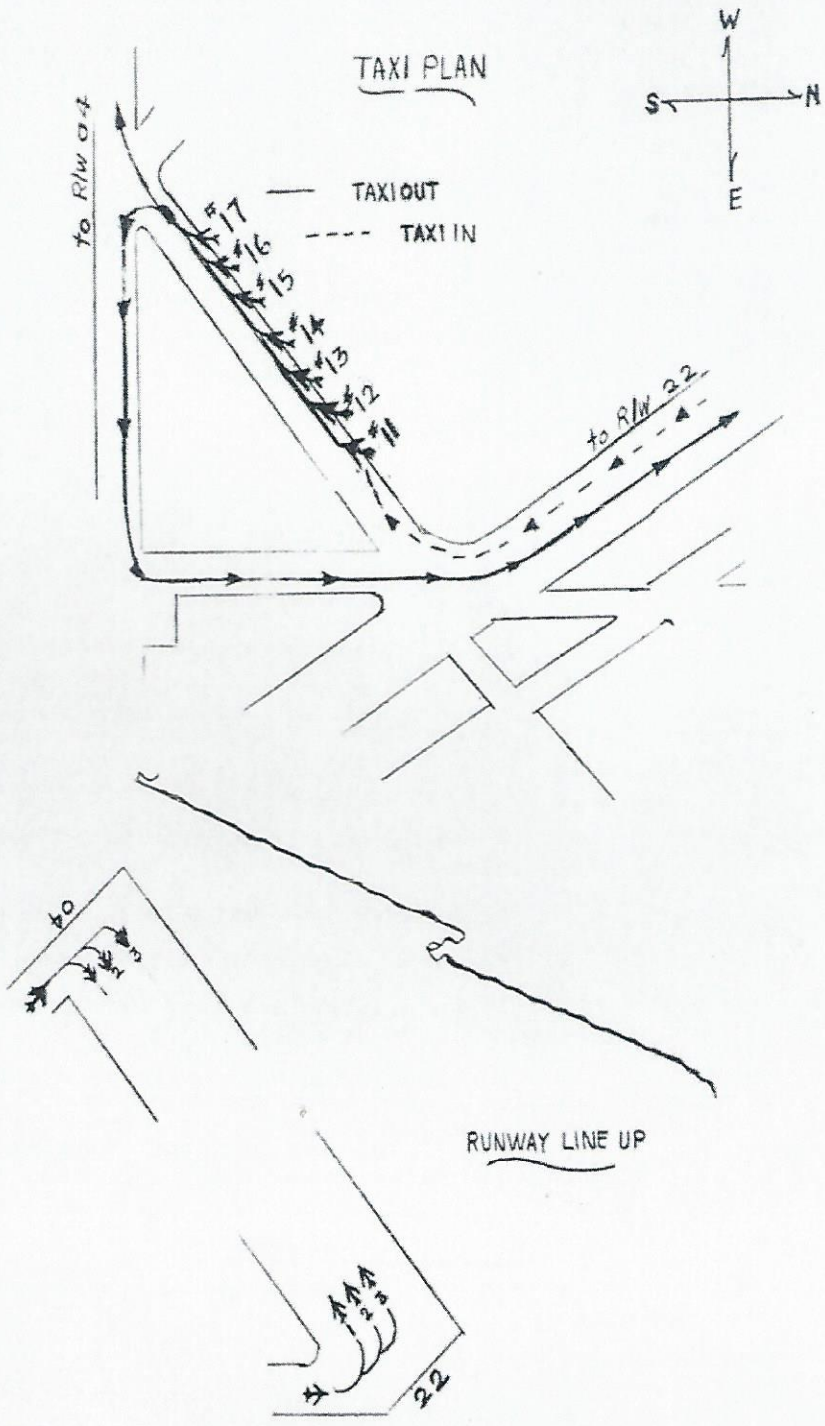
GENERAL TAXI
PLAN



RUNWAY 04
RIGHT TURN AT EAST WEST
R/W LEFT TURN ON
PARALLEL TAXI-WAY
TO ACTIVE R/W 04



RUNWAY-22
LEFT TURN ON E/W R/W
THE LEFT TURN ON
N/S TAXI WAY, LEFT
TURN ON 13/31 R/W
TO ACTIVE R/W
22



HOME BASE ALERT

1 September 1958

SOP NO. 66-1

MATERIEL

Maintenance

1. PURPOSE: To establish maintenance requirements and procedures for aircraft on alert status.

2. SCOPE: Applicable to 305th and 306th Bombardment Wings, 33d ADS, and 809th Air Base Group.

3. PROCEDURES:

a. Maintenance Generation.

(1) Aircraft will be serviced with JP-4 fuel in accordance with the existing EWO requirements.

(2) WAI, oil, oxygen and accumulator systems will be fully serviced.

(3) ATC racks and bottles (as required) will be loaded on the aircraft.

(4) Ammunition will be loaded and torqued into receiver.

(5) ECM equipment and chaff will be installed IAW existing EWO requirements.

(6) Appropriate cameras and magazines will be installed.

(7) Drag and approach chutes will be installed.

(8) Weapons as specified by current EWO will be loaded. A-E personnel will monitor the loading.

(9) Upon completion of the preparation and loading cycle, the aircraft will be pre-flighted by the assigned flight crew. After pre-flight the aircraft will be towed to the Alert Area and placed on a designated Alert site in accordance with SOP 66-1. Flight crew personal equipment will be placed aboard aircraft and flight crew will "cock" aircraft.

b. Maintenance while on alert.

(1) The aircraft will be maintained in the following configurations:

HOME BASE ALERT SOP NO. 66-1

(a) The MD-3 power unit will be in place with power cables connected to aircraft.

(b) Fire extinguishers will be placed forward of the wing section and outboard of the inboard engine nacelles of each aircraft.

(c) Wheel chocks will be in place forward of forward gear and aft of aft gear.

(d) One grounding wire will be connected.

(e) All panels, hatches and doors will be closed and secured except as follows:

1. Canopy and entrance door will be open during daylight hours unless weather prohibits.

2. Bomb bay doors will be open at all times and the left door safety lock installed.

(f) Ground interphone cord will be connected and head-set and cord stowed in a suitable location near the receptacle.

(g) The weapon servicing ladder will be in place on the left aft side of bomb bay.

(h) Pitot covers will be installed.

(i) Main and outrigger gear locks will be installed.

(j) ATO pull out plugs installed, pig tails connected and rack lock pin removed.

(k) Aircraft will be in a "cocked" configuration.

(2) Marking: Each "cocked" aircraft will have a sign indicating "cocked" condition attached to the entrance ladder of the aircraft.

(a) During an alert, or whenever the aircraft is uncocked, this sign will be removed by the aircraft commander and placed in the crawlway or some suitable location aboard the aircraft.

(b) After re-cocking the aircraft, the aircraft commander will reinstall the sign on the entrance ladder.

HOME BASE ALERT SOP NO. 66-1

(3) Inspections:

(a) The flight crew will report to the aircraft at a predetermined time and perform a pre-flight inspection and acceptance check each day.

(b) The aircraft will be visually inspected for fuel, oil, and hydraulic leaks once each hour.

(c) The flight crew will perform an operational check of A-E equipment every three (3) days while performing the pre-flight inspection.

(d) The aircraft wheels will be rotated 1/4 turn every day to minimize flat spots.

(e) A-E and Field Maintenance Squadrons will designate certain quick change pre-issue items for alert aircraft to insure expeditious exchange. These parts will not be deminished through normal day-to-day operation.

(f) All maintenance performed in the bomb bay area, on loaded aircraft, will require that an A-E monitor be present.

c. Launching of aircraft.

(1) Upon the sounding of the alert the crew chief will accomplish the following:

(a) Set LOX vent valves to "Build-up" position.

(b) Remove pitot covers and outrigger downlock and stow in aircraft.

(c) Gunnery turret safe switch to "fire" position.

(d) Start the C-26/MD-3 power unit (do not apply power to aircraft until flight crew is observed approaching the aircraft).

(e) Establish interphone contact and clear aircraft commander to start engine #4.

(f) Stand fire guard for starting engines 4, 5, and 6 and move fire extinguisher clear of right wing tip.

(g) Proceed to engine #3 and stand fire guard for starting engines 3, 2, and 1. Move fire extinguisher clear of the left wing tip.

HOME BASE ALERT SOP NO. 66-1

(h) After engines are started, remove ground wire, bomb bay door lock, and wheel chocks. Advise aircraft commander and disconnect interphone. (Navigator removes wheel chocks and places ladder at entrance door.

(i) Disconnect external power and check both receptacles doors closed.

(j) Move power unit clear of aircraft. (Navigator will assist.)

(k) Close entrance door and, carrying ladder, move forward of aircraft to direct taxiing operation.

d. Changing alert aircraft.

(1) The required number of aircraft will be on alert at all times, i.e. the replacement aircraft must be in cocked configuration prior to uncocking the aircraft being replaced.

(2) When maintenance requires uncocking the aircraft, the Chief of Maintenance, or his designated representative, will determine the degree of maintenance required and will make the decision to repair or replace, using the criteria outlined in SAC Manual 55-12A concerning degradation.

(3) Any maintenance requiring down-loading of weapon will be considered excessive degradation and the aircraft will be replaced with the earliest available aircraft.

e. ATO Procedures (Daily Inspection and Launch)

(1) Inspection will be made on daily pre-flight to insure that bottle opener is taped to forward left hand ATO bottle.

(2) Bottle opener will be utilized on launch or test launch only to remove ATO nozzle caps.

HOME BASE ALERT

1 September 1958

SOP NO. 66-2

MATERIEL

Maintenance-Engineering Scheduling

1. PURPOSE: To establish standard procedures for scheduling aircraft for alert status.

2. SCOPE: This Standing Operating Procedure is applicable to the 305th and 306th Bombardment Wings.

3. GENERAL: Aircraft will be designated on the monthly tail number schedule for alert status in accordance with SAC Regulation 60-9. Normally these aircraft will remain on alert for a minimum of seven (7) days and a maximum of fourteen (14) days, unless degradation dictates earlier replacement.

4. PROCEDURES:

a. Aircraft will be scheduled for one full day stand down for maintenance prior to entering alert status.

b. Change-over date and time will be designated by scheduling section, Maintenance Control of each respective wing.

c. The crew chief pre-flight, where practical, will be scheduled for completion on the afternoon of the day preceding aircraft entering alert status.

d. All Field Maintenance and M&E preparation for alert aircraft should be pre-planned for completion prior to the scheduled time for the crew chief -6 inspection.

e. Weapon and ATO loading and unloading will be scheduled and coordinated with 33d ADS so as to support each individual wing requirement.

HOME BASE ALERT

1 September 1958

SOP NO. 66-3

MATERIEL

Maintenance Alert Force

1. PURPOSE: To establish procedure for alert force manning and transportation requirements.
2. SCOPE: The provisions of this directive are applicable to the 305th and 306th Bombardment Wings and the 809th Vehicle Transportation Squadron.
3. PROCEDURES:
 - a. Specialists support will be provided by Field Maintenance and Armament-Electronics maintenance squadrons using normal specialist dispatch procedures during regular duty hours and by establishing standby crews during other than normal duty hours to insure coverage twenty-four (24) hours a day, seven (7) days a week, continuous operation.
 - b. Crew Chiefs: One crew chief will be on duty with each aircraft at all times.
 - c. Vehicle requirements: Vehicles will be dispatched from 809th Air Base Group Transportation Squadron to support the transportation requirements of the alert on the basis of one (1) vehicle per crew and one (1) each per five crew chiefs.

HOME BASE ALERT

1 September 1958

SOP NO. 66-4

MATERIEL

Maintenance-Engineering - Parking Base Alert Aircraft

1. PURPOSE: To establish a standard procedure for parking 6th Air Division alert aircraft.

2. SCOPE: This Standing Operating Procedure is applicable to all 6th Air Division Units.

3. GENERAL:

a. The alert concept requires alert aircraft to be isolated for security and rapid launch. The taxi lane leading southwest from midpoint of runway 31-13 is the designated general area for parking 6th Air Division aircraft.

b. Sites 11 through 17 and sub-sites located between these sites are reserved for alert use unless otherwise directed.

4. PROCEDURES:

a. Aircraft will be parked on indicated markings (see paragraph 5 below) in such a manner that an imaginary line drawn from number one (1) engine to the nose is parallel to the center line of the parking area.

b. 306th Bombardment Wing aircraft will be parked a minimum, center to center, distance of 320 feet.

c. 305th Bombardment Wing aircraft will be parked a minimum, center to center, distance of 125 feet.

d. Alert aircraft will be parked by each wing in sortie sequence on adjacent sites. The first four (4) aircraft will be parked as follows:

(1) 305th Bombardment Wing - Sites 15 and 16

(2) 306th Bombardment Wing - Sites 13 and 14

e. When additional aircraft are placed on alert, sites will be added as follows:

(1) 305th Bombardment Wing - Sites 17 and sub-sites to be placed between sites 15, 16, and 17.

(2) 306th Bombardment Wing - Sites 11 and 12.

HOME BASE ALERT SOP NO. 66-4

f. Replacement Aircraft will not be loaded in the Alert Area. All maintenance and preparation will be completed prior to towing the aircraft to the designated Alert Area, as outlined in SOP No. 66-1.

5. AREA MARKINGS:

a. Block marking for each site will indicate the furthest distance the aircraft can be parked from the center line. This position will be so marked to provide a minimum of three (3) feet forward movement for wheel rotation. (See par 4a above).

b. Each parking site will be marked with adequate taxi pull out lines.

HOME BASE ALERT

1 September 1958

SOP NO. 66-5

MATERIEL

Identification of Cocked Aircraft

1. PURPOSE: To establish standard identification of cocked aircraft.
2. SCOPE: The responsibility of this SOP is with the appropriate Materiel Sections.
3. PROCEDURES:
 - a. Each cocked aircraft will have a sign located at the flight crew members' entrance to the aircraft. Sign will be red, 18" long, 8" wide, and made from a non-metallic material. Lettering will be white, in two (2) lines - "ALERT COCKED" over words "KEEP OUT". Borders will be 1", and there will be 1" between lines. The lettering "ALERT COCKED" will be 2" high, and "KEEP OUT" 3" high.
 - b. The sign will be secured so it is easily detachable, and will be taken aboard by the first crew member entering the aircraft.

HOME BASE ALERT

1 September 1958

SOP NO. 77-1

SUPPORT

Transportation

1. PURPOSE: To establish a procedure whereby adequate transportation, service station, and maintenance support is provided for alert crews on a twenty-four (24) hour basis.
2. SCOPE: Applicable to all personnel concerned with dispatch, service station operation and maintenance.
3. PROCEDURE:
 - a. One each passenger four (4) carrying vehicle will be permanently assigned to each alert crew and one each pick-up will be assigned for each of the two groups of crew chiefs.
 - b. All vehicles will be placed on a twenty-four (24) hour dispatch. Trip tickets will be changed at 0800 hours each day and no later than 0630 hours on the same day. This will be accomplished by the Motor Pool Dispatch Office personnel. (Adjacent to Bldg S241, 306th Bomb Wing Squadron Supply.)
 - c. Any vehicle that requires maintenance will immediately be replaced. Motor Pool personnel will be responsible for furnishing a replacement vehicle and delivery of the vehicle requiring maintenance to the Maintenance Shops.
 - d. Operators maintenance will be performed daily by Motor Pool personnel.
 - e. All service station type maintenance, i.e.: tire change, battery water, radiator water, and gasoline will be performed by Motor Pool personnel.
 - f. Each member of the alert force will be provided with a Government Operators License.
 - g. Red priority will be given to all alert force vehicles.

HOME BASE ALERT

1 September 1958

SOP NO. 116-1

SUPPORT

Food Service

1. PURPOSE: To establish procedures for the subsistence of those aircrew members and ground maintenance personnel engaged in the SAC ALERT CONCEPT.

2. SCOPE: The provisions of this SOP apply to the Food Service Officer and the Food Service Supervisor (Dining Hall #1), this organization.

3. PROCEDURES:

a. Aircrew members and ground maintenance personnel will be given priority for subsistence upon arrival at Dining Hall #1.

b. Sufficient tables with chairs will be reserved in Dining Hall #1 for use by such personnel. Signs, lettered "RESERVED-ALERT FORCE" will be placed on the designated tables and at no time will personnel other than alert force members be permitted to utilize these tables.

c. Alert personnel will not be required to remove used chinaware or utensils from the tables after completion of a meal. This service will be provided by dining hall personnel.

d. Alert personnel who are drawing a monetary allowance in lieu of subsistence will reimburse the government for meals furnished at the following rate:

<u>BREAKFAST</u>	<u>DINNER</u>	<u>SUPPER</u>	<u>LATE MEAL</u>
\$0.25	\$0.45	\$0.40	\$0.25

e. Each individual is required to complete applicable items on the Cash Collection Sheet when payment for a meal is made. This collection sheet will be presented to the individuals either upon entrance to the dining hall or at the reserved tables and prior to the time a meal is consumed.

HOME BASE ALERT SOP NO. 146-1

h. GENERAL:

a. Meal hours at Dining Hall #1 for members of the alert force are as follows:

<u>BREAKFAST</u>	<u>DINNER</u>	<u>SUPPER</u>	<u>LATE MEAL</u>
0600 - 0730	1100 - 1230	1600 - 1730	2300 - 0100

b. Subsistence for alert force personnel will be prepared from those items of food and beverage furnished by the Base Commissary Officer in accordance with the monthly master menu.

c. Meals served in Dining Hall #1 will be cafeteria style.

d. Alert force personnel will enter Dining Hall #1 through the east door.

e. All personnel assigned duty in Dining Hall #1 will lend courteous assistance to those alert force personnel.

HOME BASE ALERT

1 September 1958

SCP NO. 160-1

MEDICAL

Medical Care for Alert Crew Personnel

1. PURPOSE: To establish a procedure for providing medical care on a twenty-four (24) hour basis, with the least possible delay, for Alert Crew personnel.

2. SCOPE: This SOP is applicable to Base Hospital personnel and those personnel assigned to the Alert Force.

3. PROCEDURES:

a. During Normal Duty Hours:

(1) The person desiring care, or anyone having knowledge of alert crew personnel in need of care, will call Extension 26-431 (Hospital Commander) or 30-431 (Hospital Executive Officer) to report the requirement for medical care. The physician required will be located and alerted for treatment of alert crew personnel by the individual receiving the call.

(2) Personnel in need of care will proceed to the Information Desk at the Hospital entrance, where they will be met by the Administrative Assistant to Director of Professional Services, or the Admitting Clerk. The individual meeting alert crew personnel will personally escort them to the proper clinic and physician.

b. Other Than Normal Duty Hours:

(1) The person desiring care, or anyone having knowledge of alert crew personnel in need of care, will call Extension 21-411 or 21-401 (Hospital Emergency Room) to report the requirement for medical care. The Medical Officer of the Day will be alerted by the person receiving the call.

(2) Personnel in need of care will proceed to the Hospital Emergency Room where they will be met by the Medical Officer of the Day or Corpsman on duty and afforded treatment ahead of all others.

(3) Crews proceeding to Hospital Area will report by telephone to the Command Post before proceeding to the Hospital. During the period the crew is in the Hospital Area, they will be on Telephone Alert. Crews are obligated to call the Command Post, inform the controller the telephone extension being monitored, and one crew member will monitor the telephone in the event of Alert Notification. Crews will inform the Command Post when they have returned to normal Klaxon Horn Alerting Areas.

HOME BASE ALERT

1 September 1958

SOP NO. 205-1

SECURITY

Alert Aircraft Security

1. PURPOSE: To establish a minimum criteria for the internal security of Alert Aircraft and Crew personnel at MacDill Air Force Base.

2. SCOPE: The provisions of this SOP apply to all personnel of this Command.

3. PROCEDURES:

a. The 809th Air Police Squadron will publish the necessary internal directives, instructions, or SOP's to implement the provisions of this directive.

b. Alert Aircraft, Crew Personnel: (Ground and Air Crews)

(1) Barriers will inclose the alert aircraft parking area, and all personnel authorized access to this area will be required to utilize the designated access point.

(2) Access to the alert area will be granted upon presentation of a valid SAC Form 138 and code number of the day.

(3) The access point will be located at the east end of the alert area. During both duty and non-duty hours, one (1) security guard will be posted at the alert aircraft parking area access point.

(4) During both duty and non-duty hours, one (1) security guard will be detailed for close-in protection for each three aircraft, or portion thereof. These sentries will maintain vigilance to detect local ground threats to alert aircraft, crews, and essential launching equipment. In addition, these sentries will check all personnel entering his area, for responsibility to insure authorized access. All questionable individuals will be denied access, and held for further check by the section patrol.

(5) During both duty and non-duty hours, two (2) security guards for each five (5) aircraft will patrol the immediate boundary of the alert area. These sentries will enforce the alert area boundaries, and maintain vigilance to detect local ground threats to the aircraft, crews, and launching equipment contained in the area.

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(6) During non-duty hours for the base, protection "in-depth" will be provided by three (3) security foot patrols for the first five (5) aircraft, and one (1) additional guard for each additional five (5) aircraft, with maximum of five (5) guards located along routes at advantageous distances and directions out from the area. Sentry dogs, if available, will be used to best advantage in these patrols.

(7) During both duty and non-duty hours, two (2) security guards will patrol category I areas surrounding alert crew billets. One (1) will be assigned to Building #411 and the other to Room 218, Hngr 2. These sentries will maintain vigilance to detect local ground threats to the alert crews, and crew vehicles.

(8) Crew rosters for alert personnel, ground and air, will be provided by the Wings, in two (2) copies, to alert aircraft check point controller.

(9) The close-in sentry will permit no person, other than alert crew members shown on his authenticated list, to approach an alert aircraft, unless a member of the alert crew is there to vouch the person in.

(10) The OIC or NCOIC of each security flight will make frequent inspections of all guard posts directly associated with the alert aircraft.

(11) Whenever an alert crew member is at the aircraft or working in its immediate vicinity, he will be responsible for the close-in protection of the aircraft unless there is an emergency or a scramble. The Air Police will be responsible for access to the aircraft parking area.

(12) Only emergency vehicles, including alert crew transportation during a scramble, will be allowed access to the alert aircraft parking area without positive identification of all persons therein. The drivers of such emergency vehicles will give the proper code signal to the guard controlling access, and will be responsible for the authorized access of all other personnel in the emergency vehicle.

(13) Mobile Strike Force:

(a) A Mobile Strike Force, comprised of three (3) security guards in a radio equipped vehicle, will be maintained in the alert aircraft parking area. Alert planning will provide for augmentation of this force as required.

HOME BASE ALERT SOP NO. 205-1

(b) Upon the receipt of notice of an alert scramble, the Mobile Strike Force will immediately inspect taxiways and the active runway, to insure that there is no hazard or threat to the safe launching of all aircraft. This check will further provide for a security sweep of the area beyond the end of the runway, for a sufficient distance to insure aircraft security against small arms fire.

(c) Radio communications will be maintained at all times with Central Security Control.

(d) Immediately upon sounding of alert, Central Security Control will advise the Control Tower, and obtain clearance to sweep the active runway, this clearance will be immediately relayed to the strike team by Central Security Control. The runway sweep will not be effected until such time as clearance is obtained.

(14) During all loading operations, the security of weapons involved, to include point and perimeter guard, will be provided in accordance with SACR 205-5, dated 10 July 58, and will be the responsibility of the 809th Air Police Squadron.

HOME BASE ALERT

1 September 1958

SOP NO. 205-2

SECURITY

Access to Alert Parking Area and Aircraft During a Scramble

1. PURPOSE: To expedite access of authorized personnel to alert parking area during a scramble.
2. SCOPE: The provisions of this SOP are applicable to all personnel of this Command.
3. PROCEDURES:
 - a. One (1) Air Policeman will be posted at the Flight Gates #1 and #14, which will be used by the alert personnel. The Flight Line Gate Guard will allow alert vehicles to enter without stopping.
 - b. Alert crews, ground and air, will be admitted into the alert area by use of the code number of the day. The code will be compiled for a thirty (30) day period and distributed by CSC.
 - c. Alert crews, ground and air, will check through individual access guard to aircraft before approaching aircraft.

HOME BASE ALERT

1 September 1958

SOP NO. 205-3

SECURITY

Code System

1. PURPOSE: To aid in the identification of an individual to determine his right, and need to be in the alert aircraft area, and to verify phone calls from and to the Central Security Control Room (CSC).

2. SCOPE: The provisions of this SOP are applicable to all personnel of this Command.

3. PROCEDURES:

a. The Air Police Operations Section will prepare a classified list of numbers, which will be distributed to all sections having personnel who have need for regular access to the alert area. The list will also include alternate numbers, to be used in the event the primary code number is compromised, or after an alert. The code number will be effective at 2400 EST hours each day, for a 24 hour period unless changed as indicated above.

b. An individual, upon arriving at the alert area, will have his credentials checked by the guard. He will then be given a number by the guard and will be required to reply with a second number. The combined numbers will be the code number of the day.

c. In the event of an alert, the code number of the day will remain in effect until two (2) hours after E-Hour. At that time, the alternate code number will become effective and remain effective until next changeover period.

HOME BASE ALERT

1 September 1958

SOP NO. 205-4

SECURITY

Mobile Strike Team

1. PURPOSE: To coordinate activities pertaining to the functioning of the Mobile Strike Team between Central Security Control and the Control Tower.
2. SCOPE: The provisions of this SOP are applicable to all personnel of this Command.
3. PROCEDURES:
 - a. Upon the sounding of an alert, the Central Security Control desk sergeant will immediately call the Control Tower and obtain permission for the Strike Team to sweep the entire runway. As soon as permission is obtained, the Central Security Control desk sergeant will contact the Mobile Strike Team by radio and inform them that they may proceed to check the active runway. When the Strike Team reaches the active runway, the Control Tower will give the Strike Team a GREEN light as final permission to check the active runway.
 - b. In the event that the runway has to open because of an emergency, the Control Tower will give the Strike Team a RED light, in addition to calling the desk sergeant at Central Security Control.
 - c. Upon completion of the runway check, the Mobile Strike Team will immediately notify Central Security Control who will, in turn, immediately notify the Control Tower.
 - d. If the Mobile Strike Team observes any objects on the runway which might endanger the aircraft on take off, the object will be removed immediately and a report made by radio to Central Security Control. If the object is such that it cannot be removed from the runway, the Strike Team will notify Central Security Control (CSC) so they can immediately notify the Control Tower.

DISTRIBUTION:

Comdr, 6AD - 5 Cys

Comdr - 1
Dir of Opns - 1
Dir of Mat - 1
Dir of Pers - 1
Chief of Plans - 1

Comdr, 305 BW - 70 cys

Comdr - 1
Dir of Opns - 6
Dir of Mat - 6
Dir of Adm Svs - 1
Comdr, 364 BS - 2
Comdr, 365 BS - 2
Comdr, 366 BS - 2
Comdr, 305 AREFS - 1
Chief of Plans - 50

Comdr, 306 BW - 70 cys

Comdr - 1
Dir of Opns - 6
Dir of Mat - 6
Dir of Adm Svs - 1
Comdr, 367 BS - 2
Comdr, 368 BS - 2
Comdr, 369 BS - 2
Comdr, 306 AREFS - 1
Chief of Plans - 50

Comdr, 809 ABG - 18 cys

Comdr - 1
Dep Comdr - 1
Dir of Adm Svs - 1
Dir of Opns - 1
Base Opns Off - 1
Dir of Mat - 1
Dir of Safety - 1
Staff AFM - 1
Comdr, 33 AFS - 2
Comdr, 809 FSS - 1
Comdr, 809 Sup Sp - 1
Comdr, 809 Trans Sq - 2
Comdr, 809 Instal Sq - 1
Comdr, 809 AF Sq - 2
Comdr, 809 Hq Sq - 1

DISTRIBUTION (CONTD)

Comdr, 4234 USAF Hosp - 2
Comdr, Det 1, 26 Wx Sq - 1
Comdr, 1928 AACS - 1
Comdr, 660 AC&W - 1
Comdr, Det 5, 12 RBS Sq - 1
Base Historian - 4

LIMITED DISTRIBUTION:

SOP 55-18
Comdr, 809 ABG - 1
Dep Comdr, 809 ABG - 1
Comdr, 33ADS - 2

6AD DO - 2

305EW - 6
Comdr - 1
DO - 2
IM - 2
Plans 1

306BW - 6
Comdr - 1
DO - 2
IM - 2
Plans - 1

SOP 200-1

6AD DO - 2

305EW - 6
Comdr - 1
DO - 1
Intel-3
Plans - 1

306BW - 6
Comdr - 1
DO - 1
Intel - 3
Plans - 1

14

15

16

11

CONFIDENTIAL

150

6th AIR DIVISION

OPERATIONS PLAN 190-59

(Internal Protection Plan)

1 September 1958

~~SECRET~~

2 AFM 105
GTO R. 305458



4910

CONFIDENTIAL

C 58-0000

Headquarters 6th Air Division
MacDill Air Force Base, Florida
1 September 1958

INTERNAL PROTECTION PLAN

OPERATIONS PLAN 190-59

NOTE: This basic plan covers the normal, non-emergency Combat Force Protection Program of MacDill Air Force Base. Sabotage Alert Operations are covered in classified Annex "A" to this plan.

References: AFR 205-5, SACR 55-1, SACR 205-5 and Base Supplement 1, SACR 205-7, SACR 205-9, AFM 205-4, SACM 205-5 and MacDill AFB Commander's Estimate of the Security Situation.

Maps and Charts: a. MacDill AFB and Tampa Bay Area (Scale 1:126,720)
b. MacDill AFB Site Plan (Normal Operations)

TASK ORGANIZATIONS:

305th Bombardment Wing	Colonel F.L. O'Brien Jr
306th Bombardment Wing	Colonel R.J. Nolan
4234th USAF Hospital	Colonel A.D. Smith
809th Air Base Group	Colonel L. L. Leibel
809th Air Police Squadron	FOIA (b)(6)
809th Supply Squadron	
809th Operations Squadron	
809th Food Service Squadron	
809th Headquarters Squadron	
809th Installations Squadron	
809th Transportation Squadron	

33rd Aviation Depot Squadron

FOIA (b)(6)

1. GENERAL SITUATION. The Category I resources of MacDill Air Force Base are vital elements of the primary retaliatory force of the United States. Therefore, they are at all times prime targets for enemy attack. Hostile activity could come at any time without warning, and in opening phases, be in the form of local ground covert action, limited covert action or sabotage. In all likelihood such action perpetrated either from on or off-base positions, would be aimed to destroy, damage or molest category I resources in such a way that timely launching of the Combat strike forces of the base would not be possible.

a. Enemy Forces:

- (1) Solitary, highly skilled hostile agents.
- (2) Known CP card holders and suspected fellow travelers in Tampa area as reflected by Commander's Estimate of Security Situation.

b. Friendly Forces:

- (1) All assigned and tenanted base units.
- (2) Local civil law enforcement agencies.
- (3) 1928th AACS Squadron
- (4) 7th District OSI
- (5) 660th AC & W Squadron
- (6) Det 1, 26th Weather Squadron

2. MISSION. To provide on a day-to-day basis the highest possible capability to detect, report and thwart any local threat to sensitive resources of the base, and to expand swiftly into a

sabotage alert operation capable of preventing or substantially limiting damage to those resources or interference with combat launching operations.

3. TASKS FOR SUBORDINATE UNITS:

a. 305th and 306th Bomb Wings:

- (1) The commander will prepare and maintain access rosters to EMO aircraft and/or aircraft engaged in loading exercises. Rosters will be authenticated by the Wing Security Officer and forwarded to the OIC of Munitions Security, 809th Air Police Squadron, located in Bldg #825, Phone #22-451 or 28-571.
- (2) Establish and maintain, under the supervision of the Staff Provost Marshal, a Security Motivation Program, to provide psychological indoctrination of all members of the command, to create the highest possible degree of security consciousness and motivation.
- (3) Prepare and maintain necessary procedures to insure the rapid transmission of "Seven-High" and "Redskin" messages to Headquarters Second Air Force upon their receipt from CSC.
- (4) Establish and implement internal controls within restricted areas under squadron jurisdiction, which will prevent the entry or insure the rapid

detection and apprehension of all unauthorized personnel, Write appropriate SOPs to cover all facets of these controls.

- (5) During non-duty hours, coordinate all scheduled aircraft maintenance, pre-and postflight activities, and servicing actions to be performed in category I and II areas with CSC.
- (6) Daily, relay all security emergency calls received through the maintenance expediter radio system to CSC.

b. 4234th USAP Hospital:

- (1) Test food and water for contamination, including foods and beverages served at clubs and messes operated from non-appropriated funds.

c. 809th Air Police Squadron (Combat Defense Force):

- (1) Furnish the following security requirements for category I and II resources during non-emergency periods:
 - (a) Constantly man Central Security Control (Eldg S-900) as the nerve center of the combat force protection operations.
 - (b) Furnish twenty-four hour officer supervision of the Combat Defense Forces.
 - (c) During normal duty hours, provide one CD force supervisor to each tactical squadron aircraft parking area, to assist occupant-

unit personnel in establishing and implementing internal controls and assist them in the performance of their protection duties.

- (d) During non-duty hours furnish two CD force sentries to patrol each tactical squadron parking area to detect acts or threats to damage sensitive resources and to apprehend unauthorized persons in the area.
- (e) Provide a Mobile Strike Force of six CD force personnel, divided into two three-man elements, operating directly from CSC or within category I and II restricted areas, to maintain a constant capability to respond to any alarm within the restricted areas. CSC will dispatch a minimum of three members of this team to the scene of the incident immediately upon receiving an alarm.
- (f) Maintain a six-man reserve for the Mobile Strike Team.
- (g) During duty hours, maintain guards to operate four vehicle access gates (#1,6,9 and 198). During non-duty hours, maintain guards to operate two vehicle access gates (#1 and 198). They will regulate the flow of traffic on and off the flight line, and examine the vehicle and/or occupants to preclude the possibility

of transporting objects that could be used in a subversive attempt against the mission. Open six flight line gates (#1,6,9,12,125 and 198) as personnel access points for free passage during normal duty hours; however, during non-duty hours, these gates will be secured and all personnel will be checked through the two vehicle access gates. Personnel gates may be utilized by using organizations as vehicle gates as provided in BR 205-1.

- (h) Establish two patrols in each wing area to provide adequate patrol and radio coverage.
- (i) Furnish available sentry dogs to patrol each tactical bomb wing perimeter to detect and apprehend unauthorized persons attempting to gain access into the area.
- (j) Furnish one qualified access controller to control access of personnel and vehicles into the weapon storage area.
- (k) Furnish one qualified annunciator operator on the alarm panel in the weapon storage area.
- (l) Furnish a three-man mobile strike team in the weapon storage area.

- (m) During non-duty hours also furnish three sentries with dogs to patrol the weapon storage area.
- (n) Provide security for weapons outside the weapon storage area as required by per 11e(2), SACR 205-5.
- (o) Establish and maintain an effective Training Section to insure that prescribed and necessary training of CD force an augmentation personnel is carried out in accordance with existing directives.
- (p) Provide a means of rapid reporting to CSC by CD force personnel upon discovery of an extraordinary event, and submission by CSC of "Seven-High" message to the 306th Bomb Wing Command Post. If the 306th Bomb Wing Command Post cannot be notified, "Seven-High" will be dispatched to the 305th Bomb Wing Command Post. When "Seven-High" has been dispatched, immediately notify the following agencies in the following sequence:

Air Police Commander
Phone #25-191 or 30-671
Home Phone #64-7942

Staff Provost Marshal
Phone #20-101 or 25-491
Home Phone #8-4641

Air Police Operations Officer
Phone #N/A during duty hours
Home Phone #62-6891

Law Enforcement Officer
Phone #35-181 or 20-001
Home Phone #64-4321

Notify Wing Security Officer upon completion of investigation and determination of the facts.

1. Upon completion of the preliminary investigation of an extraordinary event, take the necessary action to either notify the Command Post to cancel the "Seven-High" or to submit the "Redskin" message.

d. 809th Supply Squadron:

- (1) Secure FAK and other category II items within the squadron's jurisdiction.
- (2) Establish and implement internal controls within the restricted areas under squadron jurisdiction, to insure the rapid detection and apprehension of unauthorized personnel. Write appropriate SOPs to cover all facets of these controls.
- (3) Examine and analyze POL to detect contamination.
- (4) Designate ten personnel to augment the CD force during the 1st, 2nd, 3rd and 4th quarters of the Fiscal Year, in the event of an emergency.
- (5) Designate ten personnel and make them available for training upon direction of the Commander of the Air Police Squadron (Combat Defense Force).

e. 809th Operations Squadron:

- (1) Secure the communications center and other category II facilities within the squadron's jurisdiction.

- (2) Establish and implement internal controls within the restricted areas under squadron jurisdiction to insure the rapid detection and apprehension of unauthorized personnel. Write appropriate SOPs to cover all facets of these controls.
- (3) Designate 34 personnel to augment the CD force during the 1st, 3rd and 4th quarters of the fiscal year.
- (4) Designate 45 personnel to augment the CD force during the 2nd quarter of the fiscal year.
- (5) Designate 45 personnel and make them available for training upon direction of the Commander of the Air Police Squadron (Combat Defense Force).

f. 809th Food Service Squadron:

- (1) Designate five personnel to augment the CD force during the 1st, 3rd and 4th quarter of the fiscal year.
- (2) Designate ten personnel to augment the CD force during the 2nd quarter of the fiscal year.
- (3) Designate ten personnel and make them available for training upon direction of the Commander of the Air Police Squadron (Combat Defense Force).

g. 809th Headquarters Squadron:

- (1) Designate 60 personnel to augment the CD force during the 1st, 3rd and 4th quarters of the fiscal year.

(2) Designate 100 personnel to augment the CD force during the 2nd quarter of the fiscal year.

(3) Designate 100 personnel, excluding Base Police Flight, to augment the CD force and make them available for training upon the direction of the Commander of the Air Police Squadron (Combat Defense Force).

(a) Base Police Flight:

1. Designate 40 personnel to augment the CD Force and make them available for training upon the direction of the Commander of the Air Police Squadron (Combat Defense Force).

h. 809th Installtions Squadron:

(1) Provide for inspection and necessary repair of all POL storage facilities, to insure that safety devices are installed and that precautionary measures are taken against fire, explosion, and fuel contamination.

(2) Conduct periodic inspections of emergency stand-by power units, and insure operational dependability.

(3) Designate 35 personnel to augment the CD force during the 1st, 3rd and 4th quarters of the fiscal year.

(4) Designate 50 personnel to augment the CD force during the 2nd quarter of the fiscal year.

(5) Designate 50 personnel and make them available for training upon direction of the Commander of the Air Police Squadron (Combat Defense Force).

i. 809th Transportation Squadron:

(1) Establish procedures to insure the return of all non-essential vehicles to the Base Motor Pool upon the sounding of a SAC Alert for dispatch in direct support of the EWO.

(2) Designate five personnel to augment the CD force during the 1st, 3rd and 4th quarters of the fiscal year.

(3) Designate ten personnel to augment the CD force during the 2nd quarter of the fiscal year.

(4) Designate ten personnel and make them available for training upon direction of the Commander of the Air Police Squadron (Combat Defense Force).

j. 33rd Aviation Depot Squadron:

(1) The Commander will prepare and maintain loading crew access rosters to EWO aircraft and/or aircraft engaged in loading exercises. These rosters will be forwarded to the OIC of Munitions Security, 809th Air Police Squadron, Bldg #825, Phone 28-571 or 22-451.

(2) In conjunction with the OIC of the Munitions Security Defense Flight, establish and implement internal controls within the ADS which will prevent unauthorized entry, and insure rapid detect-

ion and apprehension, of all unauthorized personnel.
Write and disseminate appropriate SOPs to cover
all facets of these controls.

- (3) Once a storage structure containing nuclear weapons or components is opened, at least one authorized armed munitions person will remain at the structure to control access and provide immediate protection for the contents of the structure until it is again locked.
- (4) When a weapon or mechanical component is removed from a storage structure it will always be accompanied by an armed person (other than a CD force member) designated by a munitions supervisor. If a nuclear component is removed from a storage structure it will be accompanied by a designated NCO or officer who will be armed.
- (5) When nuclear components are to be removed from the storage site, until they are transferred into the official custody of other authorized individuals or are returned to storage, they will be kept in the possession of an armed munitions officer or NCO specifically designated for this duty by the storage site commander. When a group of less than seven nuclear components are to be removed from the site in one vehicle, one CD force guard will be present in the vehicle. If seven or more are

- (6) The Commander will authenticate all requests for access to the ADS site by establishing the "right and need" of the individual concerned and forward the request to the OIC of Munitions Security.

3X. GENERAL INSTRUCTION.

a. Clearance criteria for access to category I and II restricted areas:

- (1) Military and civilian members, and contract technical representatives must possess at least an Interim Secret security clearance and display a SAC Form 138 while within category I and II restricted areas.
- (2) Contractor Personnel: Sensitive resources will be removed from construction or repair projects within category I and II restricted areas, and a temporary exclusion area established. A "Free" passageway through sensitive zones may be established, through which they may travel unescorted, if practical. If exclusion areas or "Free" passageways cannot be provided, contractor personnel must remain under escort while in sensitive zones.
- (3) Certain Base Exchange employees and concessionsaires may be granted access to category II restricted areas upon approval of the Base Commander.

- (4) Visitors will be authorized access by Director of Personnel, 809th Air Base Group, upon verification of security clearance and "Right and Need".
 - (5) Entrance to the ADS Site is controlled by access rosters, authenticated by the Staff Munitions Officer, and by the exchange pass system.
- b. Issue and control of SAC Form 138, Restricted Area Badges
- (1) Badges will be issued by the Base Pass Section upon receipt of SAC Form 392 from the organization concerned, through Base Director of Personnel, which will authorize access to specifically numbered restricted areas.
 - (a) Restricted areas are numerically designated on the SAC Form 138, Restricted Area Badge, as follows:
 - Number 1 - 367th Bomb Squadron (Auth access to all 306th Bomb Wing Restricted Areas)
 - Number 2 - 306th Docks (Auth access to all 306th Bomb Wing restricted areas)
 - Number 3 - 368th Bomb Squadron (Auth access to all 306th Bomb Wing restricted areas)
 - Number 4 - Flight Line Area, General
 - Number 5 - 369th Bomb Squadron (Auth access to all 306th Bomb Wing restricted areas)
 - Number 6 - 306th AREPS (Auth access to all 306th Bomb Wing restricted areas)

- Number 7 - Fly-away Kits
- Number 8 - Not Designated
- Number 9 - 33rd ADS Munitions Area
- Number 10 - 366th Bomb Squadron (Auth access to all 305th Bomb Wing restricted areas)
- Number 11 - Auth Scene of Crash
- Number 12 - 365th Bomb Squadron (Auth access to all 305th Bomb Wing restricted areas)
- Number 13 - 364th Bomb Squadron (Auth access to all 305th Bomb Wing restricted areas)
- Number 14 - 305th AREFS (Auth access to all 305th Bomb Wing restricted areas)
- Number 15 - 305th Docks (Auth access to all 305th Bomb Wing restricted areas)
- Number 16 - Not Designated
- Number 17 - Not Designated
- Number 18 - Combat Defense Force (Auth access to all restricted areas in performance of duties)

- (b) Unit Security Officers will conduct a quarterly inventory of SAC Forms 138 issued to members of their command. The inventory will consist of the individual badge numbers, except in the case of lost badges, when the name, rank and AFSN of the person to whom the badge was issued will be indicated. A report will be forwarded to the Base Pass Section not later than five working days after completion of each calendar quarter.

c. Issuance of "V" Type Restricted Area Badges:

- (1) Non-SAC transient personnel requiring access to the flight line general areas will report to Bldg F-26, Pass Section. After the individual's clearance and need for access has been established, a "V" type pass will be issued. Such visitors will not be authorized access to the flight line restricted areas without proper coordination with the Tactical Unit Security Officer or 6th Air Division Director of Operations.
- (2) "V" Type Passes will not be issued for a period exceeding 30 days.
- (3) Personnel processing for transfer or discharge will return their SAC Form 138 to the Base Processing Section before clearing the base.

d. Loss of SAC Restricted Area Badge:

- (1) Immediately upon discovery of the loss, theft, or destruction of a SAC or "V" type restricted area badge the individual concerned will immediately report the fact to his Unit Security Officer, who in turn will notify the CD force and the Base Pass Section. An investigation will be conducted into the circumstances surrounding the loss of the badge and Unit Commanders will insure that disciplinary action is taken, commensurate with the degree of negligence involved. The loss shall be considered a security violation when caused by negligence of the individual concerned.

(2) A "V" type pass will not be issued, pending complete investigation, except at the personal request of the Unit Commander concerned.

e. Access to Restricted Areas, Flight Line:

(1) For purposes of control, the flight line has been divided into two restricted areas; the flight line general area and the flight line restricted area. These areas are defined as follows:

(a) Flight Line General Area (Category II): That area surrounded by chain-link fencing with three-strand outward overhang barbed wire surrounding the airfield, aircraft parking area, and the aircraft hangars, is designated as the "General Flight Line Area".

(b) Flight Line Restricted Area (Category I): That area, within the general flight line area, between the fire lanes and the refueling pits is designated as the "Restricted Flight Line Area", and is further subdivided into ten Tactical Squadron Areas.

(2) Access to restricted areas will be gained only through designated access points, by personnel who are in possession of a valid Restricted Area Badge.

(3) Permanent type SAC Form 138 from other stations, in possession of SAC personnel in a visitor status,

will be honored for access into the General Flight Line Area only.

- (4) Badges will be worn in a conspicuous place on the outer garment at all times when in restricted areas. Badges will be removed from view upon departure from a restricted area.
- (5) Personnel occupying positions in accordance with Command Letter, Subject: Operation of Privately Owned Vehicles on Flight Line, dated 19 March 1958, will be authorized a black, one inch numbered sticker, to be displayed on their automobile windshield, which will permit them to operate their privately owned vehicles on the flight line in the performance of their official duties.
 - (a) When the business of a civilian contractor requires his driving vehicles on the flight line, the Commander or OIC of the unit or agency with which the contractor has business will request in writing, permission to operate such vehicles on the flight line from the Air Police Operations Officer, Phone #24-401.
 - (b) During duty hours, members of tactical squadrons who are authorized to park in restricted area parking lots, may operate their privately owned vehicles in the fire lanes adjacent to the hangars if they have an authorization

decal displayed on the windshield of their automobile.

(c) During non-duty hours, personnel who possess a valid SAC Form 138 are authorized to drive their private vehicles through Gates 1 and 198 and operate them in the fire lane adjacent to the hangars only. Non-duty hours are from 1700 hours to 0700 hours daily and Saturdays, Sundays and holidays.

(6) Access to the tactical flight line restricted areas will be through designated "free-flow" access points. Authority for access to these areas will be by numerical designation on a valid SAC Form 138, as outlined in paragraph 3Xb(1)(a) this plan.

f. Unauthorized Access to Restricted Areas: Personnel who wilfully gain, or attempt to gain, access to restricted areas without proper authorization or through other than authorized access points will be punished in accordance with the UCMJ or US Code, as appropriate. All military personnel apprehended will be released only to their respective Commanding Officer or First Sergeant. Civilian personnel attached to organizations assigned to MacDill AFB will be treated in the same manner as military personnel. Civilian personnel who do not have any affiliations with MacDill AFB will be turned over to the OSI.

g. It is the responsibility of all personnel on duty in

Category I and II restricted areas to provide on-the-job protection and constant surveillance of sensitive resources under their jurisdiction, or otherwise contained within the restricted area. The primary responsibility for security of Category I elements during duty hours rests with the operating activity, unless otherwise provided by this plan. During non-duty hours the responsibility for providing both area-type and close-in protection of Category I resources will be assumed by the CD force. Category II elements are the responsibility of the using agency at all times.

(1) Any individual who at any time, discovers an unauthorized person or extraordinary event (any threat at sensitive resources) will:

- (a) Immediately notify a member of the CD force, or if not available, cause an alarm to be transmitted to GSC by the most expeditious means.
- (b) Take all possible individual action to neutralize the threat, pending the arrival of the Mobile Strike Team. Remain in the vicinity of the event which caused the alarm, to assist the Mobile Strike Team.

h. Transient Aircraft: Incoming transient aircraft will be met by the Airbase Officer or Flight Planning and Briefing Officer. The aircraft commander will vouch for the passengers aboard his aircraft. The driver of the vehicle dispatched to meet