This instruction contains information and directives pertaining to the operation of 47th Flying Training Wing (FTW) airfield and air traffic control (ATC) facilities. It implements the guidance from Air Force Instruction (AFI) 13-204V1, Airfield Operations Career Field Development; AFI 13-204V2, Airfield Operations Standardization and Evaluations; AFI 13-204V3, Airfield Operations Procedures and Programs; AFI 13-213, Airfield Driving; AFI 13-204/AETC Supplement; and AFI 13-213/AETC Supplement 1. This publication applies to Air Force Reserve Command (AFRC) Units. This publication does not apply to the Air National Guard (ANG). Individuals responsible for complying with this guidance should carefully review this volume. This instruction implements Air Force Policy Directive 13-2, Air Traffic Control, Airfield, Aerospace, and Range Management. This instruction is the source document for airfield and ATC operations. “Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, Recommendation for Change of Publication to the Office of Primary Responsibility (OPR), to 47th Operations Support Squadron, Airfield Operations (47 OSS/OSA), 541 1st Street Suite 3, Laughlin AFB TX 78843-5222. Route AF Form 847 from the field through the appropriate functional’s chain of command. Ensure that all records created as a result of processes prescribed in this instruction are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).
SUMMARY OF CHANGES

This instruction has been re-designated to the LAFB 13-204 IAW AETC guidance and standardization. Differences will exist from the LAFBI 13-203 due to formatting and changes. Please ensure all documents that reference this instruction are updated appropriately. All applicable FCIFs have been incorporated into this re-write/re-designation to better align with local operations. Additionally, numerous changes have been made to this regulation to better align with current practices. It is recommended that this regulation be reviewed in its entirety to ensure compliance.

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Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. General Information

1.1.1. Clearance Limit Fixes

Table 1.1. Clearance Limit Fixes and Visual References

<table>
<thead>
<tr>
<th>Location</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>JUGHD (DLF 093/20):</td>
<td>Instrument holding fix.</td>
</tr>
<tr>
<td>QWAIL (DLF 133/13):</td>
<td>T-6 RADAR entry point for RWY 13 at the Laughlin Auxiliary Airfield located approximately 1.5 NM NE of the intersection of the pipeline and Ranch Road 693.</td>
</tr>
<tr>
<td>CREEK (DLF 163/6.5):</td>
<td>T-6 RADAR entry point for RWY 31L at Laughlin. Located over the Hwy 277 bridge at Sycamore Creek.</td>
</tr>
<tr>
<td>ZADOM (DLF 346/23):</td>
<td>A point at the intersection of Hwy 277 and Hwy 377.</td>
</tr>
<tr>
<td>FORT CLARK (DLF 091/09):</td>
<td>A point at the intersection of a dirt road and a railroad track, used as VFR entry point for RWY 31R pattern.</td>
</tr>
<tr>
<td>OTULE (DLF 153/18):</td>
<td>A point abeam the Mexican town of Jimenez beside the Rio Grande used as first direct routing on RIO-ONE Procedure.</td>
</tr>
<tr>
<td>PANEE (DLF 133/25):</td>
<td>T-6 RADAR entry point for RWY 31 at the Laughlin Auxiliary Airfield. Located approximately 1 NM NE of the intersection of the pipeline and Texas Road 131.</td>
</tr>
<tr>
<td>RIO (DLF 178/5.5):</td>
<td>T-6 RADAR entry point for RWY 13R at Laughlin: West of Highway 277, two parallel dirt roads located between ponds on each side of the dirt roads.</td>
</tr>
<tr>
<td>MINNM (DLF 162/09):</td>
<td>A pond prior to the dirt road between Highway 277 and a sharp bend in the Rio Grande River.</td>
</tr>
<tr>
<td>WEST FORK (DLF 356/09):</td>
<td>A 90-degree bend in the western fork of Sycamore Creek used as VFR entry point for RWY 13L pattern.</td>
</tr>
</tbody>
</table>

1.1.2. Airfield Lighting

Table 1.2. Airfield Lighting References

<table>
<thead>
<tr>
<th>Runway</th>
<th>Lighting System</th>
</tr>
</thead>
<tbody>
<tr>
<td>RWY 13L</td>
<td>High Intensity Runway Lights and Precision Approach Path Indicator</td>
</tr>
<tr>
<td>RWY 13C</td>
<td>High Intensity Runway Lights, ALSF-1 with Sequenced Flashing Lights and Precision Approach Path Indicator</td>
</tr>
<tr>
<td>RWY 13R</td>
<td>Medium Intensity Runway Lights</td>
</tr>
<tr>
<td>RWY 31R</td>
<td>High Intensity Runway Lights and Precision Approach Path Indicator</td>
</tr>
<tr>
<td>RWY 31C</td>
<td>High Intensity Runway Lights and Precision Approach Path Indicator</td>
</tr>
<tr>
<td>RWY 31C</td>
<td>Medium Intensity Runway Lights</td>
</tr>
</tbody>
</table>

1.1.2.1. The PAPIs will be turned on for the landing runway in use.

1.1.2.2. The RAPCON will notify the Tower of pilot requests for changes in lighting.
1.1.2.3. The Tower will notify airfield management personnel and RAPCON of all outages or unsatisfactory reports on the airfield lighting system. If the situation warrants, airfield management personnel will initiate the appropriate NOTAM.

1.1.2.4. All non-standard lighting is defined in the IFR supplement.

1.1.3. Special Considerations

1.1.3.1. Taxiway Golf 1 is for T-6 aircraft only. Taxiway Golf is designated a taxilane on that portion where the parking apron and Taxiway Golf are contiguous. Taxiway Juliet is for daytime use only due to not having taxiway lights.

1.1.3.2. Non-Standard Airfield Markings: The south trim pads are outlined in a 100ft diameter red circle, which dictates to remain outside this area when an aircraft is inside the circle. The threshold markings at the approach end of RWY 31C are marked with a yellow demarcation (FAA) bar; the area south of the bar is not usable by aircraft, and the area north of the bar is usable for taxi. The south NAVAID checkpoint marking is entirely outlined in black paint to provide better visual acuity. North Hammerhead between RWYs 13R and 13C have T-38 parking lines that are dashed and T-1 parking lines that are solid, both set of lines are labeled.

1.2. General Procedures

1.2.1. Runway Selection Procedures

1.2.1.1. Runways 13 L/C/R are designated as the calm-wind runways.

1.2.1.2. At the beginning of the flying day and after receiving the weather briefing, the SOF (when on duty) will determine the active runway and inform AMOPS. When a runway change is required, the SOF will make the decision in coordination with the Tower Watch Supervisor. The exact timing of the change will be coordinated based on current traffic conditions and barrier maintenance response times. The RAPCON will determine the last aircraft for the current runway after coordination with the Tower Watch Supervisor and SOF. If a SOF is not on duty, the Tower Watch Supervisor will determine the need and timing of runway changes. Tower notifies RAPCON and AMOPS of runway in use. AMOPS notifies 47 OSS/OSW and updates the Airfield Status page.

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

1.2.2.1. The SOF is responsible to the OG/CC for the safe conduct of flying operations at Laughlin AFB. When required, the SOF will seek guidance from the OG/CC, OG/CD, or acting OG/CC. In time critical instances when such consultation is not feasible, the SOF will make required decisions with the authority of the OG/CC.

1.2.2.2. SOFs and watch supervisors will maintain a close working relationship based on mutual trust and respect.

1.2.2.3. To promote effective and efficient flight operations the SOF may suggest, based on knowledge of the flying schedule and unique circumstances of individual missions, actions that affect ATC operations.

1.2.2.4. The separation and sequencing of traffic are the responsibilities of the watch supervisors and controllers. Except in an emergency, the SOF will not transmit over ATC
frequencies without prior coordination with ATC (this does not apply to dedicated SOF frequencies). All radio transmissions to a distressed aircrew, from other than the SOF or ATC, will be coordinated through the SOF. The SOF may transmit “Foreman’s Up” without coordinating with the Watch Supervisor to let the aircraft know the SOF copies all of the transmissions.

1.2.2.5. During an emergency, the SOF may be required to communicate critical information to a distressed aircrew recovering on the Single Frequency Approach. If this information cannot be relayed by ATC, the SOF will obtain ATC watch supervisor approval prior to transmitting information to any aircraft on an ATC frequency. At no time will the SOF perform ATC functions or transmit ATC instructions or clearances to aircraft.

1.2.2.6. ATC services shall be in accordance with FAA JO 7110.65 and AFI 13-204V3.

1.2.2.7. At no time shall the SOF perform ATC functions or transmit ATC instructions or clearances to any aircraft or direct the actions of any air traffic controller.

1.2.3. Wing Flying Definition. “Wing Flying” in regards to ATC manning is defined as two or more base-assigned airframes totaling 10 or more aircraft conducting local training (i.e., MOA operations, multiple approaches).

1.2.4. Local Operating Area: The local operating area is defined as all airspace within the delegated basic approach airspace (clockwise from the Rio Grande River to the DLF 077R, 0-59NM, surface to FL230. Clockwise from the DLF 077R to the DLF 088R, 49-59NM, 6000’ MSL to FL230. Clockwise from the DLF 078R to the 110R, 0-49NM, surface to FL230, clockwise from the DLF 110R to the Rio Grande River, 0-60NM, surface to FL230), Laughlin MOAs, Alert Areas, Laughlin assigned MTRs, SRs, and the Laughlin AFB civilian corridor.

1.2.5. Airfield Management (AM)

1.2.5.1. AM will perform a daily comprehensive airfield check IAW AFI 13-204V3 before the start of wing flying activities. This check must include but is not limited to, the primary takeoff and taxi surfaces, runway surface condition (RSC) determination, FOD/BASH/habitat control, ponding, etc. An airfield inspection will be performed after the initial airfield check.

1.2.5.1.1. AM will not issue a Runway Condition Reading Value due to the equipment requirement exemption located in AFI 13-204V3 AETC, Supplement, IC1 paragraph 18.1.2.

1.2.5.1.2. AM will examine the movement and non-movement areas to determine if the areas require a FOD sweep. AM will meet with the sweeper each morning to relay what, if any, areas require a sweep outside the routine sweeping areas.

1.2.5.1.3. If the Airfield Manager (AFM) determines the airfield requires mowing, he/she will contact the Grounds/Maintenance Site Manager. AM will provide the area/areas that are required to be mowed. AM will open a work order number through either Energy Management Control System (EMCS) (non-duty hours) or CE Customer Service (duty hours). Mowing and sweeping will be IAW the AKIMA/Triad Letter of Agreement.
1.2.5.2. Airfield lighting serviceability and retro-reflectivity checks: AM will perform a check of the airfield lighting systems and retro-reflectivity of markings daily before sunrise or after sunset depending on airfield hours except as noted in para 1.2.5.2.3 below.

1.2.5.2.1. Airfield lighting check will include checking the lighting at different intensity levels (steps 1-5 for RWY 13C/31C and 13L/31R and steps 1-3 for RWY 13R/31L) and check off-base lighting (RWY 13C ALSF-1).

1.2.5.2.2. Retro-reflectivity check will consist of checking the reflective characteristics (reflect light back on the source) of runway and taxiway markings.

1.2.5.2.3. An airfield lighting and retro-reflectivity check will not be performed before airfield opening when night flying is scheduled and AM is not present before sunrise or when the airfield is opened for limited hours (daylight hours only, normally this would consist of the Sunday cross country return window). Except, if the field is forecasted for IMC conditions; AM will check the runway, taxiway, rotating beacon and ALSF-1 systems before airfield opening. All other lighting systems are on sensors and cannot be checked. Regardless of hours and conditions, the PAPI lights for the runway in use will be checked. If the airfield will remain open past sunset and the airfield lighting and retro-reflectivity check has not been previously conducted, a check will be performed by AM at sunset.

1.2.5.3. Additional Airfield Checks. AM will perform additional airfield checks as required in support of IFEs/GEs, RSC determination, FOD/BASH/Habitat control, wide body aircraft (e.g. KC-10, B747, C-17) movements, natural disasters, unauthorized aircraft landings, significant weather (i.e., lightning within 5 NM), construction area checks, airfield driving violations, CMA violations, and maintenance reports. The SOF will notify AM of additional Airfield Checks that are required in support of IFEs/GEs. The SOF will be notified by AM of any conditions presenting a hazard to operations.

1.2.5.4. RSC Determination: AM will determine the RSC IAW AFI 13-204V3 before the start of flying each day. AM will report RSC and update the Airfield Status Page. As the day progresses, the SOF may use inputs from pilots and the RSUs to determine if further RSC checks are required. If required, the SOF will notify AM to respond. The RSC will be reported as “dry”, “wet”, or “wet with standing water”. AM will issue the appropriate NOTAM for a “wet” runway. Snow removal operations are not required at Laughlin AFB.

1.2.5.5. Spofford Aux Field (T70): This is Laughlin AFB’s auxiliary airfield located in Spofford, Texas (also referred to as “Wizard”). The Fire Emergency Services Flight will conduct a daily check of Spofford Aux Field prior to flying operations there and report any discrepancies immediately to Airfield Management. The AFM/AAFM IAW AFI 13-204V3 AETC Supplement will conduct a monthly inspection of Spofford Aux Field. The AFM will also schedule a quarterly inspection of Spofford with representatives from the following organizations: ATC, Wing Safety, SOF, CES and SFS IAW AFI 13-204V3.

1.2.6. ATIS Information

1.2.6.1. The ATIS message will contain the following additional information:
1.2.6.2. Flying status and alternates. T-1 status will only be included when other than “unrestricted”.

1.2.6.3. Any information pertinent to local flying operations, to include who controls the runways if other than normal. Normal operations are defined as Honcho control of the inside, Tower control of the center, and Lariat control of the outside runway.

1.2.6.4. Tower Watch Supervisor will approve any additional ATIS content based on whether it is pertinent to local flying operations.

1.2.7. Airfield Hours of Operation: Airfield hours are based on wing flying hours, wing flying hours are determined by the 47 OG/CC and normally consist of scheduled local flying activity, cross country launches and returns.

1.2.7.1. Opening. For normal wing flying hours, as defined above, the airfield will open no later than 15 minutes prior to the first scheduled takeoff time or at the published opening time (per NOTAMs), as appropriate. Tower, RAPCON, and AMOPS must be in place before the airfield can open. Tower will notify AMOPS when the airfield is open. The SOF will announce the airfield open on the Command Net. If the opening time differs from the published time, AMOPS will issue a NOTAM. During normal wing flying, 47 FTW aircraft shall not be allowed to taxi for takeoff when there is no SOF present for duty unless directly approved by the 47 OG/CC.

1.2.7.2. Tower will contact Airfield Management for a report and will then determine which vehicles are still in the CMA 15 minutes prior to the airfield opening by announcing “TOWER IS ON THE NET”. During this time vehicles operators are “uncontrolled” on the airfield. Vehicle operators must establish two-way radio communication with Tower and relay their position. At airfield opening Tower will announce “TOWER CONTROLS THE CMA”. At this time all vehicle operations become “controlled”. Vehicle operators must then request access, and be granted Tower permission, in order to operate within the CMA.

1.2.7.3. Closing. AM closes the airfield based on the completion of local flying/transient aircraft/outbound aircraft sorties, as appropriate. The SOF notifies Tower when flying is completed (Tower notifies AM). If the airfield will close immediately after the termination of wing flying, the SOF will announce that the airfield is closed on the Command Net. If the airfield is to remain open, the SOF will announce the termination of wing flying on the Command Net. AM will notify Command Post when the airfield is closed and Command Post will make an announcement on the Command Net. AM will issue a NOTAM if required.

1.2.7.4. The SOF obtains authority to extend airfield operating hours from the 47 OSS/CC or 47 OSS/DO. Coordination between all supporting agencies must be accomplished to ensure compliance with duty limitations.

1.2.7.5. Extending Flying Window. Squadron Sup and Wing Programming will initiate the Schedule Change Checklist. The 47 OSS is the OPR for this checklist and will contact 47 OG/CC for approval. The 47 OSS will notify the SOF and squadrons of approval/disapproval. Air Traffic Control facility chief controllers will ensure proper manning support and adherence to controller crew rest requirements. If the actual airfield opening/closing time differs from the published time, AMOPS will issue a NOTAM.
AMOPS must be notified of a change to airfield operating hours NLT two hours prior to closure. 47 OSS Airspace Office will coordinate MOA extension.

1.2.7.6. Temporary Facility Closures. 47 FTW/CC is the approval authority for temporary closures (96 hours or less) of Airfield Operations facilities. The decision to approve should consider prior coordination with all system users and responsibility to the National Airspace System.

1.3. Flight Plan Procedures

1.3.1. All aircrews will notify their respective duty desk of any tail number changes prior to takeoff. If no duty desk is active, aircrews will call AMOPS on UHF 372.2 or at DSN 732-5308.

1.3.2. Aircrews and/or the duty desk will notify AMOPS or the respective duty desk of any Call-sign or tail number changes before takeoff or during an out and back.

1.3.3. T-6 Single-Ship Local Operations. Coordination with AMOPS is not required for local operations on the default flight plan. All aircraft on the default flight plan will fly the route depicted in the T-6 IFG; the only exception being “spin” downs for practice approaches at NTAs underlying Laughlin AFB’s airspace. Aircraft who divert because of weather or emergency must notify AMOPS. Call-signs and beacon code information will be maintained by 47 OSS/OSAX. T-6 aircraft will only use call-signs and beacon codes depicted in the T-6 IFG.

1.3.4. Cross Country Flights. Cross country flights are flights that depart/land at locations other than Laughlin AFB. Aircrews will file a DD Form 175 or DD Form 1801 with AMOPS.

1.3.5. Formations and FCF Flights. Aircrews will coordinate with AMOPS for a pre-approved stereo flight plan or a DD Form 175. Use the duty desk hotline to file stereos.

1.3.6. Flight Plan (FP) Coordination. AMOPS shall receive FPs, input them into the FAA system and notify ATC of all IFR and VFR FP (exclusive of local stereo FP).

1.3.6.1. ATC notifies AMOPS of actual departure and arrival times. If any of these aircraft arrive or depart an RSU controlled runway, the RSU will relay to Tower the arrival/departure time. NOTE: Times should normally be reported within 10 minutes.

1.3.6.2. FPs that are activated and subsequently cancelled due to an air abort may be re-filed by AMOPS if the Call-sign, and crew are unchanged and the crew notifies AMOPS of new times and/or route via PTD or through the squadron duty desk.

1.3.6.3. A FP filed for multiple aircraft in-formation may be re-filed for individual aircraft or elements of the formation either if the formation breaks-up prior to departure or if an individual air abort. Procedures above apply to individual aircraft, but the Pilot in Command (PIC) must ensure AMOPS is aware of the returning aircraft’s tail number and pilot’s name.

1.3.7. Flight Plan Filing Procedures. All aircraft departing Laughlin AFB must have an original, signed FP on file. Exception: Civil aircraft (e.g. Scheduled Air Carrier, Charters, General Aviation, Border Patrol, Homeland Security, etc.) are exempt from this requirement, but must have an FAA Form 7233-1 on file. Otherwise, a DD Form 175 must be filed. 47
FTW aircraft may file a pre-approved stereo FP instead of using DD Form 175, when departing and landing at Laughlin AFB only. Aircraft who divert because of weather or an emergency must notify AMOPS or FSS. A list of pre-approved stereo FPs can be found in the IFG or appropriate Annex of the Houston ARTCC and Laughlin AFB LOA. All aircraft not using a pre-approved stereo FP (including transients) originating from Laughlin AFB must file a DD Form 175 Military Flight Plan or DD Form 1801; flight plans must be filed with AMOPS at least 30 minutes prior to departure. The only other method of authorized departure from Laughlin AFB is on a stopover FP. If AMOPS has not received information on a stopover flight plan, AMOPS will contact the originating agency to confirm a flight plan is on file.

1.3.7.1. AMOPS will accept and file FPs after reviewing for errors or omissions. If errors are found, the FP will be denied and short explanation of errors included.

1.3.7.2. 47 FTW aircrews may file DD Form 175 or DD Form 1801 FPs electronically using LAN or FAX (DSN 732-4035) provided their unit has developed procedures to maintain the signed, original form. In case of LAN/printer failure, AMOPS will notify the duty desks and FPs will be hand delivered to AMOPS.

1.3.7.2.1. Electronic/faxed FPs will fulfill the same requirements as FPs with regard to flight clearances, flight following and anti-hijack procedures.

1.3.7.2.2. An appropriate approval authority will sign the original FP and file it using procedures established by the unit.

1.3.7.2.3. The PIC will verify with AMOPS that the FP has been received and is correct. They will also relay their tail number.

1.3.7.3. Stereo flight plans will be coordinated over the duty desk hotline. Stereos may be filed via print out to the AMOPS printer. SARM will verify receipt of the stereo printout with AMOPS.

1.3.7.4. If a crew or passenger manifest is not entered on/with the FP, the PIC shall indicate the location they are on file.

1.3.7.5. FPs can be amended via PTD or phone as long as the original is on file. FPs on file at another location may be amended or re-filed via PTD or phone as long as AMOPS verifies the original is on file at the original departure location.

1.3.8. Documentation. Units shall maintain original FP, crew list, passenger manifests and tail numbers in accordance with Air Force RDS, Table 13-07, Rule 3.00. In the event of an aircraft related mishap, the original FP, crew list, and passenger manifests, as applicable, shall be handled according to LAFB Mishap Response Plan. Once a week the duty desks will forward the original flight plans to AMOPS for disposition.

1.3.9. Flight Plan Monitoring. If ATC has not received notification from AMOPS of a FP (except stereos), AMOPS will be queried to validate authorization for aircraft movement. Movement will not be authorized until the status of the FP is determined.

1.3.10. T-6 Non-Towered Airport (NTA) Sorties. Pilots will file a flight plan (using the appropriate off-station call-sign) with AMOPS for all Mission Qualification Training (MQT) NTA sorties and sorties where instrument approaches will be flown (Exception: Edwards County, Maverick County, and Del Rio International). Pilots must contact Clearance
Delivery before departing on these sorties. Pilots who visit NTA fields on other sorties via drift-down or delay before proceeding to the MOA do not require a flight plan or off-station call-sign.

1.4. Local Aircraft Priorities

1.4.1. Emergency aircraft or aircraft in distress have right-of-way over all other aircraft. Distinguished Visitors will have priority over all routine operations.

1.4.2. ATC Pattern Priorities. NOTE: during Alternating Instrument status, airframes are not afforded priority simply because it is "their window." ATC provides service based on the priorities of this paragraph.

1.4.2.1. Emergency aircraft.

1.4.2.2. Other priorities listed in FAA JO 7110.65: Civilian air ambulance flights, military air evacuation flights, flight check aircraft, etc.

1.4.2.3. Distinguished visitors.

1.4.2.4. Aircraft with CDTs

1.4.2.5. RADAR arrivals making a “full stop” or “option” to Tower/Lariat/Honcho.

1.4.2.6. Instrument departures

1.4.2.7. RADAR arrivals planning “option to RADAR”.

1.4.2.8. VFR entry. (NOTE: T-6 aircraft recovering from the east for VFR entry have priority over practice ELPs)

1.4.2.9. VFR departures

1.5. Aircraft Arresting System

1.5.1. BAK-15 barriers are installed on runways 13L/31R and 13C/31C. The Tower is responsible for ensuring the barriers are operational and in proper configuration. ATC will issue appropriate advisories to all aircraft when the barrier is in or indicates a non-standard configuration. If an aircraft under RAPCON control requires the barrier in a specific position, RAPCON will notify Tower as soon as practical, but no later than the aircraft being established on final. Opposite direction runway requests will not have a BAK 15 in place for landing. Attachment 5, Airfield Diagram & Runway Gradients, depicts locations of the aircraft arresting system.

1.5.2. Prior to the first Class A RSU tour, Lariat controllers will confirm with Tower the active runway and ensure operation of the BAK-15 for the active runway only, by raising and lowering the barrier. RSU crews must ensure they do not attempt to raise the non-active barrier due to the possibility of damaging the barrier. On RWY 13L/31R, all takeoffs will be discontinued and all airborne aircraft will be cleared “RESTRICTED LOW APPROACH” while testing the BAK-15 operation.

1.5.3. Barrier Inspections

1.5.3.1. AM will inspect aircraft arresting systems during airfield inspections or when requested for obvious conditions that could compromise the system’s operation. If an unsafe condition exists, AM will exit the runway and relay to Tower the nature of the
problem. AM will also notify CE through EMCS and request barrier maintenance inspect
the barrier. If barrier maintenance determines that the barrier is unsafe, they will exit the
runway and relay the barrier status to Tower and how long it will take to repair. Tower
will coordinate with the SOF for repair time and whether or not operations will continue
on the affected runway. AM will publish the appropriate NOTAMs (runway operations
will be suspended while work is conducted on the barrier) and coordinate the outage with
the appropriate agencies.

1.5.3.2. CE Operations (BMC) will perform daily inspection checks and sign the record
of inspection. The first inspection will be accomplished prior to airfield opening and will
include raising and lowering of the BAK-15 by the Tower remote control panel followed
by a visual inspection.

1.5.4. Barrier Configuration: Standard configuration is in the down position with the energy
absorbers for the active runway connected and the inactive runway disconnected. Following
the first barrier inspection of the day or after a runway change, Barrier Maintenance will
confirm with Tower the active runway in use and disconnect and/or reconnect the energy
absorbers on the BAK-15 barriers as follows:

1.5.4.1. Runway 13 Active: Disconnect the energy absorbers on the Approach End
(North End) of RWYs 13C and 13L. Connect the energy absorbers on the Departure End
(South End) of RWYs 13C and 13L. NOTE: Approach end barriers will be set on “safe”
mode to prevent being inadvertently raised.

1.5.4.2. Runway 31 Active: Disconnect the energy absorbers on the Approach End
(South End) of RWYs 31C and 31R. Connect the energy absorbers on the Departure End
(North End) of RWYs 31C and 31R. NOTE: Approach end barriers will be set on “safe”
mode to prevent being inadvertently raised priorities

1.5.5. Barrier Procedures for Runway Change: Tower will notify AMOPS who will contact
EMCS, who will contact Barrier Maintenance for the runway change to reconfigure the
barriers as directed by Tower.

1.5.5.1. Runway operations will be suspended during barrier changes. AMOPS will
resume runway operations upon Barrier Maintenance exiting the runway and once a FOD
check is complete.

1.5.6. Barrier Maintenance Response Times for Runway Change and Emergency Runway
Change: According to the barrier maintenance contract, barrier maintenance has 30 minutes
to respond Monday – Friday from 0730-1630. Outside of these hours on weekdays and all
hours on weekends, Barrier Maintenance has 1 hour to respond.

1.5.7. The energy absorbers must be disconnected from the engaging device(s) before
operations commence in the opposite direction IAW AFI 32-1043.

1.6. Controlled Movement Area (CMA).

1.6.1. The CMA is defined as the runways, infield taxiways and other areas used for taxiing,
takeoff and landing of aircraft, exclusive of loading ramps and parking areas. The CMA is
bordered by an extended line 100 feet west and parallel to Runway 13R/31L and 100 feet
east and parallel to Runway 13L/31R extending to inside edge of North and South perimeter
roads. Aircraft, vehicles, and pedestrians must obtain specific Tower approval via two-way
radio contact to enter and operate within the CMA. Attachment 5, Airfield Diagram & Runway Gradients, depicts the CMA.

1.6.2. All vehicles will make radio contact with Tower and gain approval to enter the CMA. Transient Alert personnel conducting tow procedures will advise Tower of their location, destination and intentions. Only vehicles in direct support of mission essential activities are authorized to operate in the CMA. Vehicle operators will read back all instructions verbatim. Tower will request a read back if one is not received. If required, the Tower will coordinate with the affected RSU for vehicle access to their runway. AMOPS will monitor the RAMP NET while the airfield is open.

1.6.3. Prior to work being performed in the airport movement area, there will be strict coordination between AMOPS, the flying squadrons, and Tower to establish acceptable procedures/distances for safety of work personnel and equipment from the runway. Direct two-way radio communication will be maintained between the work area and Tower. Personnel and equipment will be no closer to the runways than 100 feet from the edge of the runway or the hold short line without authorization.

1.6.4. When personnel and vehicles are recalled from the controlled movement area, they will withdraw to a safe distance from the runway (at least 100 feet from the runway edge). Tower will notify Airfield Management of personnel or vehicles with lost communications. Airfield management will intercept the personnel to alleviate the situation.

1.6.5. Withdrawal of Personnel/Vehicles from Runways or Facilities. After receiving notification from Tower, personnel and equipment will move outside 100 feet. There are three methods which Tower will use to recall personnel and vehicles from the runways:

1.6.5.1. Radio. In case of radio failure, personnel and vehicles will be moved at least 100 feet away from the runway until a replacement radio is obtained.

1.6.5.2. Flashing of Taxiway/Runway lights.

1.6.5.3. Light Gun Signals. Work personnel should periodically monitor the Tower and RSUs for light gun signals.

1.7. Laughlin AFB Practice Area.

1.7.1. Laughlin AFB Practice Area RSU practice areas (Figure 1.1) have been established IAW AETCI 11-204, and HQ Air Force Flight Standards Agency (AFFSA) policy letter, Practice Area within Class C airspace, dated 9 Aug 99 (on file at 47 OSS/OSA). Practice areas are exempt from Class C requirements IAW FAA Order 7210.3, Facility Operations and Administration, paragraph 11-1-4g. AETCI 11-204, Runway Supervisory Units, governs practice area operations while that airspace is delegated to an RSU.
1.7.2. Description. The Practice Area includes all airspace from the surface up to and including 3100' MSL (expands to include ELP airspace, defined below when released by RAPCON) within 9 DME of DLF VORTAC from the DLF 300 radial clockwise to the DLF 136 radial, direct to the DLF 135 radial at 5 DME, within 5 DME of DLF VORTAC, then along the 300 radial to 9 DME. This Practice Area is further divided into the following five sectors:

1.7.2.1. Honcho Sector. From the DLF 285 radial at .9 DME outbound to the DLF 300 radial at 7 DME, then counterclockwise to the DLF 288 radial at 7 DME, then direct to the DLF 267 radial at 5 DME, then counterclockwise to the DLF 135 radial at 5 DME, then direct to the DLF 161 radial at .6 DME, then direct to the DLF 285 radial at .9 DME.

1.7.2.2. Tower Sector. From the DLF 285 radial at .9 DME outbound to the DLF 300 radial at 9 DME, then clockwise to the DLF 310 radial at 9 DME, then direct to the DLF 306 radial at 5 DME, then direct to the DLF 293 radial at .9 DME, then direct DLF 150 radial .6 DME direct to the DLF 131 radial at 5 DME, direct to the DLF 126 radial at 9 DME, then clockwise to the DLF 136 radial at 9 DME, then direct to the DLF 135 radial at 5 DME, then direct to the DLF 161 radial at .6 DME, then direct to the DLF 285 radial at .9 DME.
1.7.2.3. Lariat Sector. From the DLF 150 radial at .6 DME direct to the DLF 131 radial at 5 DME, direct to the DLF 126 radial at 9 DME, then counterclockwise to the DLF 079 radial at 9 DME then direct the DLF 004 radial at 9 DME then counter-clockwise to the DLF 310 radial at 9 DME, then direct to the DLF 306 radial at 5 DME, then direct to the DLF 293 radial at .9 DME, then direct DLF 150 radial at .6 DME.

1.7.2.4. Transition Sector. From the DLF 004 radial at 9 DME direct to the DLF 079 radial at 9 DME and within 9 DME of the DLF VORTAC.

1.7.2.5. ELP Sector. Within 3 NM radius, above Lariat/Honcho Sector to 4100’ MSL, not including Tower Sector, from the DLF 140 radial clockwise to the DLF 300 radial, from the DLF 310 radial clockwise to the DLF 130 radial.

1.7.3. Control of practice area. RAPCON is the default controlling agency of the Laughlin AFB practice area airspace. When RAPCON is in control of that airspace, Class “C” service will be provided. If the ceiling is less than 1000’AGL and/or visibility is less than 3 SM, RAPCON will maintain control of the practice area. If the ceiling is greater than 1000’ AGL and the visibility is greater than 3 SM, RAPCON will release the entire practice area airspace, with the exception of the Transition and ELP Sector, to the Control Tower.

1.7.3.1. When the practice area is active, RAPCON will protect the airspace unless otherwise coordinated with the controlling agency.

1.7.3.2. Each RSU will call Tower to begin and terminate RSU operations using the following procedures:

1.7.3.2.1. The requesting agency will coordinate with the releasing agency for radio checks and aircraft arresting system checks, when warranted.

1.7.3.2.2. The releasing agency will issue appropriate conditions (altimeter setting, bird condition, flying statuses, etc.) affecting the runway and airspace use. Call-signs and positions of all aircraft in the airspace, including any pending arrivals, will also be passed to the requesting agency.

1.7.3.2.3. The releasing agency will state “YOU HAVE CONTROL OF RUNWAY (designator) AND YOU HAVE CONTROL OF THE BAK-15 (if applicable)”. The requesting agency will reply “HONCHO/LARIAT/TOWER CONTROLS RUNWAY (designator) AND CONTROLS THE BAK-15 (if applicable) AT (time)”. Unless otherwise coordinated, the releasing agency will only release the one appropriate practice area sector to the requesting agency.

1.7.3.2.4. While primary control of the barrier is transferred to Lariat, Tower maintains secondary control. Both Lariat and Tower are able to raise the barrier if required. If both Tower and the RSU switches are actuated simultaneously, the barrier will still raise.

1.7.3.3. Tower will notify RAPCON when control of a runway changes to another facility.

1.7.3.4. If provided, the Center Runway Monitor shall monitor Tower frequency at all times.
1.7.4. Services Provided. With the exception of IFR arrivals and departures under RAPCON and/or Tower control, 47 FTW-assigned aircraft operating in the practice area will not receive Class “C” services. Aircraft operating outside the practice area will receive Class “C” services. All 47 FTW aircraft, except those established in the RSU practice areas, will participate in the Laughlin Class “C” service. Aircraft will also comply with any control instructions if VFR beyond 20 NM, but planning to enter the Class C airspace. See Figure 4.2.

1.7.4.1. The RSU will not be used for ATC service except for preventive control purposes to SUPT aircraft IAW FAA Order 7210.3, para 4-4-3, or in an emergency situation.

1.8. Prior Permission Required (PPR). Laughlin AFB requires transient aircraft to contact AMOPS (DSN 732-5308, COM 830-298-5308) to receive a PPR number before they can land at Laughlin AFB. AMOPS will obtain required information from transient aircraft and coordinate with affected base agencies (i.e. Transient Alert, Security Forces, etc.) before issuing a PPR number.

1.9. Transient Alert Service/Support. All transient aircraft shall relay transient services required during application of PPR with AMOPS. Transient Alert hours and services are published in the IFR supplement. Attachment 5, Airfield Diagram & Runway Gradients, depicts the Transient Alert facility location.

1.10. Local Frequencies. Current local frequencies can be found in Table 1.3. Local Frequencies, DoD Flight Publications and local IFGs.

1.10.1. Alternate Communications/Backup Radios.

1.10.2. GRC-211 VHF BACK-UP

1.10.3. GRC-171 UHF BACK-UP

Table 1.3. Local Frequencies

<table>
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<th>AGENCY</th>
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<td>125.2</td>
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<td>123.075 T6</td>
<td>WIZARD LARIAT</td>
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<tr>
<td>LARIAT (T38/T1)</td>
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<td>No VHF for Lariat</td>
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<td>DEPARTURE (ACE)</td>
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<td>7</td>
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<td>DEP/APP (ACS)</td>
</tr>
<tr>
<td>RANCH CONTROL (ACW)</td>
<td>270.1</td>
<td>9</td>
<td>118.0</td>
<td>ACW</td>
</tr>
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</table>
1.11. **Taking of Photographs.** Taking photographs within the CMA is not permitted during the hours of Wing Flying without permission from on-duty AM personnel and 47 OG/CC. Taking photographs must not violate clear zone guidance as set forth in UFC 3-260-01.

1.11.1. No specific permission is required to take photos of Laughlin airfield. All personnel will be vigilant for suspicious activity.

1.12. **Wear of Hats.** The airfield (beginning east of all buildings lining First Street, to include the parking ramp and CMA) is designated as a no-hat area IAW AFI 36-2903, Dress and Personal Appearance of Air Force Personnel. The bridge connecting Building 308 and Building 309 is also designated as a no-hat area.

1.13. **Airfield Smoking Policy.** Smoking is not authorized east of First Area.
Chapter 2

ADMINISTRATIVE INFORMATION

2.1. Base Airfield Operations Board (AOB)

2.1.1. Purpose. The AOB provides a forum for discussing, updating, and tracking various activities in support of the Wing flying mission. The board will convene at least once per quarter and within thirty (30) days after an Unit Effectiveness Inspection (UEI).

2.1.2. Attendees. The AOB is chaired by the Vice Wing Commander (47 FTW/CV). Members include: 47 OG/CC, 47 MSG/CC, 47 FTW/SEF, 47 OG/OGV, 47 FTW/MX, 47 STUS/CC, 434 FTS/CC, 85 FTS/CC, 86 FTS/CC, 87 FTS/CC, 47 CONS/CC, 47 CES/CC, 47 CES/CEO, 47 CES/CEN, 47 CES/CEI, 47 CS/SCO, 47 OSS/CC, 47 OSS/OSA, 47 OSS/OSAM, 47 OSS/OSAP, 47 OSS/OSAQ, 47 OSS/OSAR, 47 OSS/OSAT, 47 OSS/OSAX, 47 OSS/OSM, 47 OSS/OSOR, 47 OSS/OSW, 47 SFS/CC, 47 FTW/CP, and AFREP MIDWEST.

2.1.3. Agenda: 47 OSS/OSA prepares the agenda and records the minutes of the AOB. Refer to AFI 13-204, Functional Management of Air Traffic Control, and AETC Sup, for additional guidance. The agenda will include the following mandatory items at a minimum, but can also include other pertinent issues the wing deems appropriate:

2.1.3.1. Airspace (Terminal, en route, and special use airspace). Address special use airspace denial reports and airspace or air traffic limitations to wing operations. This requires annual review and will be reviewed in the first quarter AOB.

2.1.3.2. ATC/Flying Procedures (new, revised, rescinded, and seldom used). Include visual flight rules (VFR) and instrument flight rules (IFR) terminal area procedures as well as standard instrument arrival and departure procedures and stereo routes. This requires annual review and will be reviewed in the second quarter AOB.

2.1.3.3. Military, FAA, and/or Host Nation concerns.

2.1.3.4. Airfield Operations Flight (AOF, AM, ATC) Staffing and Proficiency. This will be reported in the two categories specified in AFI 13-204 V2.

2.1.3.5. Air Traffic Control and Landing Systems (ATCALS). Flight inspection schedule, problems, status, upgrades. Include status and problems with local ATCALS, including backup power.

2.1.3.6. Airfield Environment. A review of airfield activities, problems, and programs such as number and status of permanent/temporary waivers, status of deteriorating airfield/runway conditions (inspection trends, Foreign Object Damage, and tire damage comparisons), trend data collected from pilots, BASH, ORI reports, etc. The Annual Airfield Waiver Package accomplished IAW UFC 3-260-01 and the Aircraft Parking Plan requires annual review.

2.1.3.7. Status of the airfield driving program. Units visited, units scheduled for the upcoming quarter, changes or problems with accomplishing airfield driver training, results of airfield driver spot checks, and status of unit airfield driving program inspections.
2.1.3.8. Runway Intrusions/Controlled Movement Area (CMA) Violations. All CMA violations, including HATRs, regardless of the impact on flight safety, must be documented in the AOB minutes. Provide a detailed description of each incident to include who, what, where, when and how, types of vehicles/aircraft involved, and action taken to prevent a reoccurrence. Highlight any trends.

2.1.3.9. Unit Effectiveness Inspection (UEI). Address UEI items separately in the board minutes. Include the current status of all open UEI observations, progress, and recommendations on open observations. Also, include recommended closure actions in AOB minutes. When AOB minutes include UEI observations, they must be marked “FOR OFFICIAL USE ONLY.”

2.1.3.10. Letter of Procedures (LOP) Review. Annually review the listing and effective dates of LOPs affecting the local airfield/flight environment (base airfield operations instruction, letters of agreement, operations letters, OPLAN taskings as applicable to the airfield environment, host nation agreements, etc.)

2.1.3.11. Local Aircraft Priority Procedures. This requires annual review and will be discussed in the fourth quarter AOB.

   2.1.3.12.1. The parking plan requires at least an annual review (first quarter).
   2.1.3.12.2. The parking plan is maintained electronically on SharePoint.

2.1.3.13. Mid Air Collision Avoidance (MACA) Program. This item requires semi-annual review and will be discussed in the second and fourth quarter AOBs.

2.1.3.14. Special Interest Items (SII). Report the results of new AF or MAJCOM SII checklists, including SIIs carried over from the previous year, at the first AOB following the official release of the SII checklist.

2.1.4. Minutes. AOB minutes will be distributed to base agencies, command levels through HQ AETC/A3OF and the regional AFREP. Distribution above base level will be made within 20 workdays after a board meeting. A current list of key personnel will be included in the AOB minutes for MAJCOM. AOF/CC will ensure minutes are posted on AETC SharePoint.

2.2. Bird/Wildlife Control
   2.2.1. Bird/Wildlife Control is outlined in LAFB 91-212, Bird-Aircraft Strike Hazard. These guidelines will be adhered to as outlined.

2.3. Airfield Working Group
   2.3.1. Meets quarterly and is chaired by the Airfield Manager to discuss airfield issues/projects.
   2.3.2. Will adhere to the guidance set forth in the AETC Airfield Planning and Design Waiver Policy.

2.4. Notices to Airmen (NOTAM) Procedures
2.4.1. AMOPS is designated as the Laughlin AFB NOTAM dispatch center and notifies RAPCON, Tower, and SOF of all NOTAMs dispatched. AMOPS will also notify Del Rio Airfield Management anytime Del Rio Approach Control RADAR, DLF VORTAC, 119.6 MHz, 125.2 MHz, or 120.5 MHz are degraded.

2.4.2. RAPCON is designated as the primary NOTAM monitoring facility and notifies AMOPS, ARTCC, Tower, and the SOF of equipment status changes in navigational aids (NAVAIDs), communications, and RADAR equipment. RAPCON also notifies (in order) the SOF, AMOPS, and the AOF/CC of all unscheduled facility/NAVAID outages. Tower notifies RAPCON/AMOPS of equipment status changes.

2.5. Air Traffic Control Records, Recordings, and Tape Transcripts

2.5.1. The AOF/CC is the appointed tape recording custodian. All requests to review tapes or transcripts will be made through the Squadron Operations Officers. Squadrons may select a person to review tape recordings or transcripts of incidents. Tapes are not available to review for routine purposes. Squadron Operations Officers will forward requests for tapes through 47 OSS/DO. The 47 OG/CC is the final releasing authority for all recorded/written records.

2.6. Visitors

2.6.1. Persons desiring access to the Tower will coordinate in advance with the Tower Chief Controller. Persons desiring access to RAPCON will coordinate with the RAPCON Chief Controller. The respective ATC Watch Supervisor is the entry authority for the Tower Cab and RADAR Operations Room.

2.6.2. Airfield Visitors. All visitations to the airfield must be coordinated through the appropriate Squadron Sup. The Squadron Sup will coordinate with MOC for an aircraft where visitors will not complicate maintenance operations. The Squadron Sup will then notify AMOPS.

2.7. Waivers

2.7.1. Waivers to Airfield/Airspace Criteria.

2.7.1.1. All waivers will be processed IAW UFC 3-260-1, Attachment 2.

2.7.1.2. 47 CES is the OPR for the Airfield Waiver Package.

2.7.1.3. All airfield waiver requests will be routed by 47 CES through: Airfield Management (Airfield Manager/Deputy), Safety, TERPS, CES/CEN, CES/CEIE, Security Forces, Maintenance, Communications, and AOF/CC.

2.7.1.4. Any temporary construction waivers processed will require a 60 day notice for processing. Construction projects may require notice to be given to the FAA. 47 CES or contractor will ensure notices to the FAA are provided in a timely manner before the beginning of any construction projects.

2.7.1.4.1. Ensure all temporary construction waiver requests contain an estimated period of construction. Temporary construction waivers are valid for up to one year.

2.7.1.5. The following should attend the annual review of waivers to airfield/airspace criteria presented to the Facilities Utilization Board: Airfield Management (Airfield
Manager/Deputy), Safety, TERPS, CES/CEN, CES/CEIE, Security Forces, Maintenance, Communications, and AOF/CC.

2.7.1.6. Waiver review is conducted IAW UFC 3-260-01, Airport and Heliport Planning and Design, Attachment 2.

2.7.1.7. Waivers to Flying Operations. To enhance the wing mission, waivers to certain flying instructions have been granted to the 47 FTW. AFFSA has granted approval for Simultaneous Same Direction Runway operations during VFR conditions. The Airfield Manager and 47 CES maintain all permanent and temporary airfield waivers.

2.8. Navigation and Special Mission Procedures

2.8.1. Air Shows/Flyovers. Crews attending an air show or planning a flyover at an air show will follow the instructions located in AFI 11209.

2.9. Flight Information Publications (FLIPs). AMOPS shall be responsible for ordering, stocking, and distributing all FLIPs to the flying squadrons, ATC facilities, and flight planning room. If a squadron does not have the appropriate FLIPs, contact AMOPS who will supply if available. Changes to the FLIPs should be submitted to AMOPS using the DoD FLIP Revision Report located in the Flight Planning Room. The FLIP monitor at AMOPS will input the changes to the FAA National Flight Data Center (NFDA) website. Non-procedural changes are submitted to AMOPS. Procedural changes are submitted to TERPS.

2.10. Flying Schedule Change Coordination

2.10.1. The 47 OG/CC, Flight Programming Branch (47 OSS/OSOS), and the flying Squadron Operations Officers will coordinate on all decisions to deviate from the published weekly schedule (unscheduled night or weekend flights, etc.). After the schedule change has been approved, notify the following agencies: Squadron Aircrew Flight Equipment, Airfield Operations Flight, AMOPS, Weather Flight, Chief SOF (OGV), other flying Squadron Operations Officers, Maintenance Plans & Scheduling, airfield taxi, Fire Emergency Services Flight, 47 OSS/OSM and 47 OSS/OSOR (for MOA activation). The 47 OSS/OSOR will notify Houston Center NLT 2 hours and 15 minutes prior to the first night takeoff. 47 OSS/OSOR will notify Houston Center NLT Friday 1630L for weekend flying. The appropriate Duty Officer/Sup will notify Houston Center NLT 2 hours and 15 minutes prior to the first night takeoff. Notify Houston Center NLT the day prior for weekend flying.

2.10.2. The Airfield Manager will notify AKIMA, Radio Control Model Club, Little Lil’s, and any other applicable agencies when the airfield will be in use during the weekends for anything other than normal Sunday recoveries.

Table 2.1. NOTAM Items When OTS.

<table>
<thead>
<tr>
<th>NOTAM Item</th>
<th>Description</th>
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<tr>
<td>119.6</td>
<td>(Approach East)</td>
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<td>(Clearance Delivery)</td>
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<tr>
<td>335.8</td>
<td>(Clearance Delivery)</td>
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<tr>
<td>307.375</td>
<td>(Tower)</td>
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<td>ILS</td>
<td>(Glide Slope/Localizer)</td>
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Chapter 3
GROUND OPERATIONS

3.1. Taxiing

3.1.1. Clearance. Aircrews request taxi clearance by stating, GROUND, Call-sign, TAXI, number of aircraft, WITH (ATIS). Aircrew will respond to taxi instructions with “Call-sign, TAXI TO 13/31 R/C/L, TAXI VIA (assigned route), and if applicable, HOLD SHORT RWY 13/31, R/C/L”.

3.1.2. Taxi on the yellow line in the parking area. Wing walkers are not required if vehicles and/or equipment are parked behind the WHITE lines immediately in front of parked aircraft.

3.1.3. Taxiing Across Runways. If crossing an RSU controlled runway, remain on the RSU frequency until crossing the opposite side hold line.

3.1.4. T-6/T-38s may stagger taxi outside the parking area with the following exceptions:

3.1.4.1. Do not stagger taxi in parking, or on Taxiways Bravo, Charlie, Delta or Golf 1.

3.1.4.2. Do not stagger taxi between sunset and sunrise.

3.1.5. All taxiing aircraft will stop and give way to responding emergency vehicles. Ground Control will broadcast to all taxiing aircraft that emergency vehicles are responding.

3.1.6. Aircraft will not taxi over the BAK-15 Aircraft Arresting System.

3.1.7. Exiting the runways.

3.1.7.1. Contact Tower (Ch. 5) to cross Tower controlled runways. If Tower does not control the inside runway (13R/31L), monitor Honcho’s frequency for clearance to cross.

3.1.7.1.1. Inform Tower of which runway aircraft is holding short of, and at which intersection. Example: “Call-sign, HOLDING SHORT OF RWY 13C/31C AT DELTA”.

3.1.7.1.2. Aircrews shall monitor Ground Control immediately after clearing all active runways and continue on the parallel taxiway (Taxiway Golf) and taxi back to parking. A radio call is not required (silent taxi). Contact Ground Control and request to back-taxi if required. Assistance from Ground Control shall be provided upon establishing 2-way communication initiated by either the controller or pilot.

3.1.7.1.3. Aircraft exiting the runway shall give way to aircraft taxiing on the parallel taxiway (Taxiway Golf). Aircraft on the parallel taxiway that are returning to parking shall give way to aircraft taxiing for departure out of the parking ramp.

3.1.7.1.4. Ground Control may provide additional direction when required (e.g. emergencies, Distinguished Visitors, etc.). If needed, Ground Control will contact taxiing aircraft by type and airfield position. Aircraft commanders must know their position at all times and acknowledge Ground Control with call-sign when contacted. Example, “T-1 on Taxiway Golf approaching Echo, give way to emergency vehicles”.

3.1.7.1.5. Under normal operations, T-38s will not exit runway 13C at Taxiway E unless directed by Tower. Aircrews may expect an extensive delay if exiting 13C at Echo while Honcho controls the inside runway.

3.1.7.2. Taxiways Alpha, Echo, Foxtrot, Golf and Juliet (day time only) are authorized for use by any aircraft. Taxiways Bravo, Charlie and Delta are only authorized for AETC T-6, T-1 and T-38 aircraft. Taxiway Hotel is authorized for C-130s or smaller aircraft. **NOTE:** Taxiways Bravo and Charlie are closed between RWY 13C/31C and RWY 13L/31R.

3.1.7.3. AMOPS will determine the taxi route and parking spots for transient aircraft and will ensure protection from jet thrust IAW the 47 FTW Aircraft Parking Plan.

3.1.7.4. The taxi route for outbound aircraft larger than a T-1 will be Taxiway Golf to Taxiways Alpha or Foxtrot as appropriate.

3.1.7.5. Runway 13 in use: No aircraft will hold east of RWY 13R for departure behind a heavy aircraft.

3.1.7.6. C-130 or larger aircraft shall not taxi on Taxiway Golf abeam Taxiway Golf 1 with any aircraft on Taxiway Golf 1 due to insufficient wingtip clearance.

3.1.7.7. Runway 31 in use: No aircraft will hold on Taxiways Foxtrot, Hotel, or the southern portion of Taxiway Golf behind a heavy aircraft.

3.1.7.8. Only one T-1 aircraft, may utilize Taxiways Bravo, Charlie, Delta, or Echo at any given time between the center and inside runways.

3.1.8. Controlled Departure Time (CDT).

3.1.8.1. On initial contact, aircrews requesting a Controlled Departure Time (CDT) will inform Ground Control. On initial contact with Ground Control for a request to taxi, Ground Control will add to the end of their taxi instructions “…copy CDT”. For CDT requests to be honored, the CDT must be for a time no sooner than 5 minutes from holding short of the departure runway.

3.1.8.2. Aircrews and controllers will make every effort to ensure departure occurs as close as possible to the CDT. “On-time” departure for a CDT is considered 2 minutes before to 0 minutes after CDT.


3.1.9.1. There will be no more than 6 T-38 aircraft or a combination of 4 T-6/T-1 aircraft holding between RWYs 13R and 13C at Taxiway Alpha. Spacing allows up to 3 T-38 aircraft per side; if any other airframe is parked on a given side, only two aircraft maximum may be present on that side.

3.1.9.2. T-6s proceeding to RWY 13R will taxi via the parallel taxiway and Taxiway Golf 1, and then use the inside (southern) taxi line on Taxiway Alpha between the parallel and RWY 13R. T-6s awaiting takeoff on the inside taxi line on Taxiway Alpha will maintain 25 feet of spacing. T-6 aircraft will enter Taxiway Golf 1 using the eastern taxi line without staggering, proceed to northernmost available diagonal taxi line, and auto switch to Tower/Honcho as appropriate once established on Taxiway Golf 1. Maintain at least 150-foot spacing on the preceding aircraft, until the preceding aircraft is
established on a diagonal taxi line. Once the preceding aircraft is established on a diagonal taxi line, the aircraft in trail will then proceed to the adjacent diagonal taxi line.

3.1.9.2.1. Aircraft may not taxi from a diagonal taxi line until all aircraft preceding them are established on the western taxi line, with at least 150-foot spacing.

3.1.9.2.2. T-6s experiencing high amperage reading while on Taxiway Golf 1 will not delay taxi to Taxiway Alpha, unless there are no aircraft behind them. They will proceed to Taxiway Alpha as normal, contact Honcho/Tower, request taxi to Taxiway Bravo, and remain there until the amperage readings are within limits for takeoff. They will then re-enter the taxi flow at Taxiway Golf 1 and proceed via the above guidance.

3.1.9.3. All aircraft holding short of RWY 13R proceeding to RWY 13C will utilize the 3 parking spots painted on the outside (northern side) of Taxiway Alpha between the parallel and RWY 13R. These lines provide wing tip separation for any combination of aircraft.

3.1.9.3.1. Radio procedures for crossing RWY 13R en-route to RWY 13C: with Honcho control of 13R, switch to and await clearance from Honcho to cross (no request is necessary). Acknowledge clearance to cross with aircraft call-sign only. If Tower controls RWY 13R, request crossing with Tower.

3.1.9.3.2. T-1 anti-ice checks. If Honcho controls RWY 13R, T-1s will display a landing light while performing an anti-ice check to signal to Honcho they are not ready to cross RWY 13R. When the anti-ice check is complete and ready to cross RWY 13R, T-1s will turn off the landing light and await clearance from Honcho to cross. If Tower controls RWY 13R, T-1s will coordinate the delay with them. T-1s will not perform anti-ice checks on Taxiway Juliet or between RWYs 13R and 13C at Alpha.

3.1.10. Runway 31 Taxi Operations.

3.1.10.1. T-6s proceeding to RWY 31C will taxi via Taxiway Foxtrot (intersection departure). If departing behind a T-38 or T-1, a 3-min wake-turbulence delay will be implemented. Aircrews may waive this wake turbulence requirement upon request IAW FAA JO 7110.65.

3.1.10.2. All aircraft using the full length of RWY 31C will utilize the parking spots at the south hammer head for holding short of RWY 31C, unless specifically cleared to “Taxi up to and hold short of RWY 31C” or “Cleared for takeoff, RWY 31C”. Only under these two circumstances will aircraft proceed onto Taxiway Hotel.

3.1.10.2.1. T-1 aircraft will perform anti-ice checks in these parking spots and will inform Tower when the check is complete.

3.1.10.2.2. These parking spots are marked for T-38 wing tip separation only. T-1s/T-6s must take the third line if there is another aircraft on the first line to ensure adequate wing tip separation.

3.1.10.3. While taxiing for takeoff on RWY 31L, T-6s will utilize the PMU run-up area on Taxiway Echo. All aircraft will pull into the first available easternmost PMU run-up spot and stop. NOTE: All aircraft must utilize the PMU run-up area regardless of
whether or not there are aircraft on the taxiway ahead of them. Aircraft will not taxi behind other aircraft established in the PMU run-up area.

3.1.10.3.1. There are 4 usable spots on the Taxiway Echo run-up area. Once established in the parking run-up area, aircrews may side-step (i.e., taxi from one run-up spot to another) to utilize an open run-up spot. They are required to side-step when T-6 traffic has backed up onto Taxiway Golf. When planning a side-step maneuver, aircrews must side-step at least 2 parking spots to the right. Solo students are required 3 open spaces to sidestep. This will allow adequate spacing for an aircraft to add power and execute a right turn to establish itself on another parking run-up spot.

3.1.10.3.2. Aircrew may call ready for takeoff only once established in the PMU run-up area. An aircraft will not proceed to the hold short line until cleared for takeoff or otherwise directed by the RSU. Once established on a PMU run-up spot, the easternmost aircraft has priority to call number one. Once the aircraft has been cleared for takeoff, the next easternmost aircraft may call ready for takeoff. During normal operations, at no time will an aircraft pull up to the hold short line and stop. Aircraft directed to hold short by the controlling agency will remain in the PMU run-up area until cleared for takeoff.

3.1.10.3.3. All aircraft will change to Honcho/Tower frequency once established on or past Taxiway Echo.

3.11. Taxiway Juliet.

3.11.1. Taxiway Juliet is for daylight use only.

3.11.2. For T-6 and T-38 operations, no more than two aircraft may utilize Juliet at the same time.

3.11.3. Only one T-1 aircraft, may utilize Taxiway Juliet at any given time however, spacing does allow one T-6 or T-38 aircraft to utilize Taxiway Juliet at the same time as one T-1.

3.11.4. The standard taxi route to RWY 13C is via Taxiway Alpha. If desired, Tower/Honcho will direct aircraft to taxi to RWY 13C via Juliet. Aircraft will be launched in the same sequence as if using Taxiway Alpha. Aircraft taxiing to RWY 13C via Juliet will advise Honcho “(Call-sign) XX for Juliet”. Honcho RSU controller will ensure traffic spacing allows the T-1 to safely access Taxiway Juliet. If Tower controls RWY 13R, request crossing with Tower unless previously cleared and taxi to Alpha or Juliet as directed.

3.11.5. If the full runway length is required at any other time, advise Tower on initial contact. T-1s will not perform formation takeoffs from Taxiway Juliet.

3.2. Ground Safety Procedures

3.2.1. Aircraft Towing Procedures. Standard towing through the sterile area between Taxiway Golf and RWY 13R/31L does not require prior coordination.

3.2.1.1. Towing that is required on Taxiway Golf will require two-way radio communication with the Tower to ensure taxi operations are not hindered. Prior coordination with Airfield Management is highly desired.
3.2.1.2. Transient Alert is the CMA qualified tow operators capable of towing aircraft off of the active taxiways and runways. Maintenance personnel will require CMA-trained escorts.

3.2.2. Emergency Egress Procedures. If able, advise Tower or Ground of your location. Include parking spot if applicable.

3.2.3. Engine Test/Run-up Procedures. Engine tests and run-ups will be requested through the Ground Controller on frequency 275.8 or the RAMP NET and include the aircraft’s tail number and location. Personnel will advise the Ground Controller when run-ups and tests have been completed.

3.2.3.1. All parking spots on the T-6 Parking Apron are authorized to perform engine runs but are limited to the power settings outlined in AFI 21-101, AETC Supplement 1. Engine runs at higher power settings are authorized only on the T-6 trim pad.

3.2.3.2. All parking spots on T-1 Parking Apron are authorized to perform engine runs but are limited to the power settings outlined in AFI 21-101, AETC Supplement 1. Engine runs at higher power settings are authorized on the T-6 Trim Pad or the T-1 Compass Calibration Pad (CCP).

3.2.3.3. All parking spots on the T-38 Parking Apron are authorized to perform engine runs but are limited to the power settings outlined in AFI 21-101, AETC Supplement 1. For engine runs at higher power settings are authorized at the T-38 Hush House, A-18 Noise Suppressor, the two T-4 Engine Test Cells, and North Trim Pad (De-Fuel Pad).

3.2.3.4. T-6 aircraft taxiing for departure on runway (Rwy) 13 may use Taxiway G1 as an engine run up area. For Rwy 31, T-6 aircraft will utilize Taxiway Echo as an engine run up area.

3.2.3.5. T-1/T-38 aircraft taxiing for departure on Rwy 13C or Rwy 13L will use the hammerhead prior to Rwy 13R and the hammerhead prior to Rwy 13C on Taxiway A to conduct engine run-ups and checks. T-38 aircraft taxiing for departure my utilize Taxiway A prior to Rwy 13L to conduct engine run-ups and checks, but must remain behind the marked hold lines.

3.2.3.6. T-1/T-38/T-6 aircraft taxiing for departure on Rwy 31C or 31R will use the hammerhead across from Taxiway H for engine run-ups and checks.

3.2.4. Hot Pit Refueling. Hot pit refueling is not authorized at Laughlin AFB.

3.2.5. Airfield Snow Removal Operations. Airfield snow removal is not required at Laughlin AFB.

3.2.6. POV Passes onto Airfield. AMOPS is the POC for issuing POV authorization onto the airfield. Refer to AFI 13-213 Laughlin AFB Supp, Airfield Driving, for specific procedures.

3.3. Airfield (CMA) Vehicle/Pedestrian Operations. All personnel must be qualified to operate motor vehicles within the confines of the airfield. See AFI 13-213 Laughlin AFB Supp, Airfield Driving for the following subjects:

3.3.1. Vehicular Call-signs.

3.3.2. Vehicular Traffic Patterns.
3.3.3. Emergency Vehicle Operations.

3.3.4. Airfield Construction

3.4. Parking Plan Restrictions.

3.4.1. Taxiway G1 is for use only by T-6 aircraft (wing assigned and transient). This restriction is published in the Instrument Flight Rules (IFR) En Route Supplement. No other aircraft may use this area.

3.4.2. Prior to a C-5 or C-17 arrival, all aircraft parked in the number 10 spots along the intended taxi route to the TA Ramp must be removed, i.e. usually A10 through K10 and U10 through CC6, as well as T-1 aircraft in number 8 spots, i.e. N8 through T8 (specific spots to be removed depend upon the active runway). There is insufficient wingtip clearance between the taxiing C-5 (extends 112’ west of Taxiway G centerline) and aircraft parked on the last spots to safely taxi. The wingtip clearance between a C-5 and aircraft in the number 9 spots is approximately 148’ feet or 11’ more than what is required (112’ + 25’ = 137’). No power units, AGE equipment, traffic cones, etc. will be allowed on the parking aprons past the number 9 spots when a C-5 or C-17 is inbound.

3.4.3. When construction is underway on any main ramp (future projects include replacing U, V, W, X parking rows), C-130 and larger aircraft are not allowed to taxi on Taxiway G through the construction area. These aircraft will be handled on a case by case basis and will likely require extensive back taxiing.

3.4.4. Pavement Classification Number/Aircraft Classification Number (PCN/ACN). The PCN is a ratio that expresses the capability of a segment of pavement to support various aircraft weights. The published and current PCN for Runway 13L/31R is 51 R/B/W/T, Runway 13C/31C is 35 F/A/W/T, and Runway 13R/31L is 31 F/B/W/T. All aircraft have ACNs assigned to them that are usually found in individual aircraft technical orders. If the PCN is higher than the aircraft’s ACN, the underlying pavement will support the weight of that aircraft for a limited number of passes or movements. Each taxiway and apron also has a published PCN that it will support – for more information about this subject, contact Airfield Manager (AFM) or Pavements Engineer through 47 CES. For Laughlin AFB, each of the parking aprons will support the weight of its assigned aircraft, and the TA Ramp is rated as unlimited, meaning it will hold any aircraft in the current USAF inventory.

3.4.4.1. Aircraft whose ACNs are higher than the published PCN of a parking area or runway/taxiway system will not land, park or taxi at Laughlin. ACNs are determined by the crew, using aircraft technical data.

3.4.4.2. When aircraft have a heavier than normal configuration or operating weight, they will coordinate through Airfield Management for a weight waiver. The AFM, in conjunction with the Pavements Engineer, will make a recommendation to 47 OG/CC to approve or deny a weight waiver allowing the aircraft to land, taxi and park at Laughlin. If approved, AMOPS will provide the Pavements Engineer with an actual landing weight for tracking purposes as well as annotating this weight in the Events Log. Aircraft operating at heavier than normal weights deteriorate pavement life quicker than its normal life expectancy. These actual weights are tracked by the Pavements Engineer to account for an accurate pavement life remaining figure.
3.4.4.3. When preparing for Air Shows, MWS Days or other special projects, the AFM will forward to TA any ACNs known for various aircraft arriving. AMOPS will obtain this information when issuing prior permission required requests.
Chapter 4

FLYING OPERATIONS

4.1. Runway Use.

4.1.1. Whenever the weather is below 1500’ AGL/3, the Tower will control all runways. The active runways at Laughlin AFB and Wizard will remain the same. RWY 13C/31C is the primary instrument runway. RWYs 13 L/C/R are designated as the calm wind runways.

4.1.1.1. To enhance controller training, Tower will normally control 13L/31R during T-38 statuses of Instruments, Restricted Patterns Straight-In Only, and Restricted Patterns.

4.1.2. VFR Weather Minimums. IAW the Airman’s Information Manual (AIM), basic VFR is established at 1000’ AGL ceiling and 3 SM visibility for Class C airspace.

4.1.3. Simultaneous Parallel Runway Operations. RWY 13C/31C and RWY 13R/31L centerlines are only 500 feet apart (non-standard for simultaneous same direction operation). Once established on final approach, aircraft will remain aligned with RWY 13C/31C to avoid traffic landing on RWY 13R/31L, pattern altitude 2100’ MSL, and traffic landing on RWY 13L/31R, pattern altitude 2600’ MSL.

4.1.3.1. Simultaneous parallel runway operations are approved between RWY 13R/31L and RWY 13C/31C during VFR conditions for military aircraft only by waiver from AFFSA.

4.1.3.2. Simultaneous base turns to RWY 13C/31C and RWY 13R/31L are not permitted during simultaneous runway operations, except in emergency situations, during which traffic advisories will be issued to all aircraft involved.

4.1.3.3. RWY 13R/31L Overshoot Procedures.

4.1.3.3.1. An overshoot is when the observed flight path of a T-6 on base or final to RWY 13R/31L is, or appears to be, in Tower’s airspace.

4.1.3.3.2. In the event an aircraft overshoots final to RWY 13R/31L and enters Tower’s airspace, the following procedures will be used by Honcho RSU:

4.1.3.3.2.1. Honcho RSU will announce on guard “TOWER, HONCHO, Overshoot, (aircraft location)”.

4.1.3.3.2.2. Tower will issue traffic calls/alerts to affected airborne aircraft under its control. Tower will issue wake turbulence cautionary advisories as appropriate. Tower controllers are not responsible for separation of simultaneous aircraft operations to the center and inside runways when the RSU pattern is active. The responsibility for separation in this situation rests with the participating aircrews.

4.1.4. Intersection Departure Information & Feet Remaining. The following charts indicate which airframes are authorized intersection departures and provide feet remaining for intersection departures:
**4.2. MARSA Procedures:** MARSA has been approved IAW FAA JO 7610.4 para 1-4-8 and AFI 13-201 AETC Sup. para 7.5. This document will serve as the required LOP for MARSA procedures with the controlling ATC facility. ATC’s sole responsibility concerning the use of MARSA is to separate military aircraft engaged in MARSA operations from other nonparticipating IFR aircraft. Separation from VFR traffic and from aircraft engaged in MARSA operations is not provided by ATC.

4.2.1. Departures: MARSA shall apply between simultaneous instrument departures of 47 FTW aircraft from RWYs 13R/C/L and RWYs 31L/C/R IAW the following:

- Simultaneous departures from RWY 13R/31L shall only be conducted when T-6s are Restricted Patterns or better. Tower will provide initial RADAR separation from aircraft departing from RWY 13R/31L and aircraft departing other runways during Instrument Status.

- Aircraft departing from RWY 13R/31L on the QWAIL ROUTE must remain clear of clouds until ATC establishes radio and RADAR contact, and the aircraft is established on the 133 radial at 9 DME (RWY 13) or the 298 radial at 5 DME (RWY 31).

- Aircraft departing from RWY 13R/31L on the QWAIL ROUTE must remain clear of clouds until ATC establishes radio and RADAR contact, and the aircraft is established on the 133 radial at 9 DME (RWY 13) or the 298 radial at 5 DME (RWY 31) with radio and RADAR contact and approved ATC separation is established. For aircraft departing on a published instrument departure, MARSA shall terminate when aircraft are established on the outbound heading or track for the assigned route.

- In the event that complying with crossing restrictions will place the aircraft in IMC prior to the MARSA termination point, the aircrew will advise ATC that they are unable to comply with the crossing restrictions. Specific ATC instructions prior to reaching the MARSA termination point do not constitute a cancellation of MARSA.
4.2.1.5. Being informed you are “RADAR contact” does not mean MARSA is terminated.

4.2.2. Simultaneous Instrument Approaches are defined as one aircraft or formation inside the FAF on a straight-in instrument approach or inside of 4 miles on an IFR visual approach to the center runway and another aircraft inside the FAF on a circling approach (GPS-B) to the inside runway. At no time shall both aircraft involved in simultaneous instrument approaches be conducting an approach to the same runway of intended landing.

4.2.2.1. Simultaneous instrument approaches shall be conducted by 47 FTW aircraft utilizing the GPS-B circling approach to RWY 13R/31L and straight-in instrument approaches (ILS or RNAV/GPS) or IFR visual approaches to RWY 13C/31C.

4.2.2.2. MARSA shall apply between 47 FTW aircraft inside the published FAF for the specified straight-in instrument approach to RWY 13C/31C (or 4 miles for an IFR visual approach) and aircraft inside MINNM on the GPS-B circling approach to RWY 13R/31L.

4.2.2.3. MARSA shall apply between 47 FTW aircraft departing on a published instrument departure or the QWAIL ROUTE, or that have gone missed approach from a straight-in instrument approach to RWY 13C/31C, and 47 FTW aircraft that are on, or have gone missed approach from, the GPS-B circling approach to RWY 13R/31L.

4.2.2.4. MARSA shall end between simultaneous instrument approaches when either the aircraft on approach to RWY 13C/31C lands, the aircraft conducting the GPS-B circling approach to RWY 13R/31L lands, or in the event of a missed approach, the aircraft on the missed approach is issued specific control instructions by ATC and is clear of any conflicts.

4.2.3. GPS-B Circling Approach. This procedure, in conjunction with the application of MARSA, allows simultaneous instrument approaches to be conducted by 47 FTW aircraft to both the center and inside runway during simultaneous instrument weather status.

4.2.3.1. Weather minimums are 2100’ MSL (1000’ AGL) and 3 mile visibility as reported by the official base weather observation/Tower prevailing visibility (whichever of the two is lowest). PIREPs are not considered as an “official” observation. A pattern check or flyability check of the GPS-B shall not be conducted when the base weather is reported as less than 1000’ AGL/3 SM because the field is officially IFR and MARSA cannot be applied between aircraft conducting simultaneous instrument approaches.

4.2.3.2. Once inside of MINNM on the GPS-B circling approach to RWY 13R/31L, aircraft must remain clear of clouds and are MARSA with 47 FTW aircraft departing on a published instrument departure or the QWAIL ROUTE. If unable to maintain clear of clouds inside MINNM, advise ATC and standby for further guidance.

4.2.3.3. Once inside of MINNM on the GPS-B circling approach to RWY 13R/31L, aircraft are MARSA with 47 FTW aircraft inside the published FAF for the specified straight-in instrument approach to RWY 13C/31C (or 4 miles for an IFR visual approach).

4.2.3.4. MARSA between simultaneous instrument approaches shall end when either the aircraft on approach to RWY 13C/31C lands, the aircraft conducting the GPS-B circling approach to RWY 13R/31L lands, or in the event of a missed approach, the aircraft on the
missed approach is issued specific control instructions by ATC and is clear of any conflicts.

4.2.3.5. Aircraft may, with RAPCON and Tower watch supervisor approval, coordinate for climb out to another approach if conducting a GPS-B circling approach for the purpose of determining if the weather supports a simultaneous instrument status. Aircraft climbing out for a GPS-B approach will climb out as directed by ATC and await further instructions.

4.2.3.6. The following procedures will enable T-6 formations to return to Laughlin via the RNAV (GPS) B approach during simultaneous instrument status.

4.2.3.6.1. RWY 13R: Once the formation can maintain VMC and the airfield is in sight, lead will push #2 to route on the right side and state “airfield in sight” on interplane. #2 will move to route and reply with “airfield in sight”. At this point or later #1 will clear #2 off to take spacing. #2 will create separation from lead including delaying the perch as required to achieve adequate spacing. Both aircraft must maintain inside safe circling airspace while maneuvering to land with reduced same runway separation spacing (3000’ MSL minimum).

4.2.3.6.2. RWY 31L: Once the formation can maintain VMC and the airfield is in sight, lead will push #2 to route and state “airfield in sight” on inter-plane. #2 will move to route and reply with “airfield in sight”. At this point or later #1 will clear #2 off to take spacing. Lead will fly direct to 1/2 mile final. #2 will jink to the right to achieve adequate spacing while maintaining inside safe circling airspace and land with reduced same runway separation spacing (3000’ MSL minimum).

4.2.3.6.3. During wet runway ops, #2 will increase separation to ensure adequate spacing that will allow the #1 aircraft to exit the runway prior to landing due to no reduced same runway separation authorization.

4.2.3.6.4. If either aircraft need to fly the missed approach after separation of the two aircraft has begun, the first aircraft to initiate the missed approach procedure will contact ATC and climb to 5000’ MSL. The second aircraft to initiate will climb to 4000’ MSL. Both aircraft will remain on their assigned formation VHF frequency throughout landing to aid in separation or while executing the missed approach.

4.3. Takeoffs and Departures

4.3.1. Aircraft departing from the outside runway will receive IFR release from Lariat RSU. Lariat RSU requests this release from Tower. Upon receipt of an IFR release, Lariat has two minutes in which to launch the aircraft and provide a “Resume” call to Tower. If Tower does not receive a “Resume” call within the two-minute window, the IFR clearance is void and Lariat is responsible for the VFR separation of the respective aircraft.

4.3.1.1. Solo students will add "Seat Armed" to their takeoff clearance read-back, once the canopy has been lowered, to Tower or RSU, whichever is applicable.

4.3.1.2. Formation solos will confirm their seat is armed on the radio, once the canopy has been lowered, with the IP in the formation. The student does not need to make a "seat armed" call during his/her takeoff clearance.
4.3.2. On other than Instrument status, all aircraft shall cross departure end of all runways at or below 1600’ MSL in order to maintain at least 500 feet separation from overhead traffic patterns unless cleared otherwise.

4.3.3. All aircraft, local and transient, on departure or VFR go-around will cross 2 DME at or below 3000’ MSL to ensure separation from the civilian corridor, then as cleared by approach.

4.3.4. T-1/T-38 aircrews will change to departure/approach frequency after passing the departure end of the runway. T-6 aircrews will change to departure/approach frequency 1 NM past the departure end of the runway.

4.3.5. If barrier engagement is anticipated during an abort, aircrews will call “BARRIER, BARRIER, BARRIER”. When Tower controls both the center and outside runways, and barrier engagement is anticipated, aircrews will state “BARRIER, BARRIER, BARRIER” and will add “CENTER” or “OUTSIDE” if time and conditions permit. Tower personnel will raise both barriers if “CENTER” or “OUTSIDE” is not transmitted, or if confusion exists. In case both barriers are raised, aircraft should cross the departure end of 13L/31R and 13C/31C at or above 26 feet to avoid accidental barrier engagement.

4.3.6. Preferred Departure Routes. 47 FTW aircraft departing for the RANCH Areas shall fly the LAEKE, TAILR, or HJORN ROUTE as assigned by ATC. The HJORN ROUTE shall be flown when departing for the BURR MOA. 47 FTW aircraft shall fly the LAUGHLIN ONE departure to join the LAEKE, TAILR, or HJORN ROUTE. 47 FTW aircraft departing for the SKI MOAs shall fly the PIPE or FORDE ROUTE as assigned by ATC. Instrument Status, 47 FTW aircraft shall fly the LAUGHLIN ONE departure to join the QWAIL ROUTE.

4.3.6.1. 47 FTW aircraft not using a pre-approved stereo FP to depart Laughlin’s airspace shall file for the LAEKE ROUTE, the TAILR ROUTE, or the HINKO ONE departure.

4.3.6.2. 47 FTW aircraft departing on a published departure route that are unable to comply with the published altitude crossing restrictions will notify RAPCON upon initial contact.

4.3.6.3. RAPCON shall omit the “LAUGHLIN ONE departure” when assigning the LAEKE, TAILR, HJORN, or QWAIL ROUTE to 47 FTW aircraft since it is understood that they shall fly the LAUGHLIN ONE departure to join these routes to help minimize frequency congestion.

4.3.7. Standard Climb-out Procedures. When directed to, “CLIMBOUT AS PUBLISHED TO TOWER/LARIAT/HONCHO/HJORN/SYCAMORE/MNNM”, comply with the following:

4.3.7.1. Climb-out to HJORN: Fly the LAUGHLIN ONE departure, HJORN ROUTE (maintain 5000 ft MSL), expect vectors to final. Upon completion of the low approach/touch- and-go to the center runway, all aircraft automatically change to Arrival control frequency.

4.3.7.2. To enter VFR Pattern. RAPCON will instruct aircraft requesting to enter the VFR pattern after an approach to “CLIMBOUT AS PUBLISHED TO
TOWER/LARIAT/HONCHO” once past departure end, maintain 500’ AGL squawk appropriate code and contact RSU/Tower, as appropriate.

4.3.7.3. Pattern Entry for HIGHWAY DEPARTURE. If you intend to depart on the HIGHWAY DEPARTURE after a RADAR pattern, you must inform the approach controller of your intentions: “TIGER XX, ILS OPTION HONCHO, and HIGHWAY DEPARTURE”.

4.3.7.4. RADAR Delay Procedure. Aircraft requesting a RADAR pattern delay prior to departure will call clearance delivery and request the “RADAR delay” procedure. Fly the LAUGHLIN ONE departure, HJORN ROUTE (maintain 5000’ MSL), expect vectors to final.

4.3.7.5. SYCAMORE Climb-out to Facilitate Departure Flow: When traffic conditions dictate the need for the SYCAMORE climb-out to expedite the flow of traffic, Tower or RAPCON will clear aircraft to “CLIMBOUT AS PUBLISHED TO SYCAMORE”. On Runway 13, at the departure end of the runway, TURN LEFT HEADING 360, MAINTAIN 3000, expect vectors to final. On Runway 31, at the departure end of the runway, TURN RIGHT HEADING 090, MAINTAIN 3000, expect vectors to final. Upon completion of the low approach/touch-and-go, all aircraft automatically change to Arrival control frequency. The SYCAMORE Climb-out may only be utilized when the Tower controls both the center and outside runways.

4.3.7.6. MINNM climb-out to Facilitate Departure Flow (T-6 aircraft only): When traffic conditions dictate the need for the “MINNM Climb-out” to expedite the flow of traffic, Tower or RAPCON will clear aircraft to “CLIMBOUT AS PUBLISHED TO MINNM”. On Runway 13, at the departure end of the runway, TURN RIGHT HEADING 150, MAINTAIN 3000, expect vectors on course. On Runway 31, at the departure end of the runway, TURN LEFT HEADING 150, MAINTAIN 3000, expect vectors on course. On climb-out, all aircraft automatically change to departure. The “MINNM Climb-out” may only be utilized when the Tower controls both the center and inside runways.

4.3.7.7. RADAR Breakouts. This procedure is used to exit Lariat’s pattern and pick up an IFR clearance when a standard release from the outside runway is not available. Aircraft planning to conduct a RADAR breakout shall notify Lariat as soon as possible. Transmit on Lariat’s frequency “CALLSIGN, LOCATION, RADAR BREAKOUT”. Lariat will notify RAPCON as soon as it is known that an aircraft will be conducting a RADAR breakout so RAPCON can plan accordingly.

4.3.7.7.1. When departing the pattern on a RADAR breakout, fly heading 045 and maintain VFR at 3100’ MSL. When passing the VFR entry point, contact Arrival and state your request. “ARRIVAL, CALLSIGN, RADAR BREAKOUT, REQUEST VECTORS ILS/GPS/RANCH AREAS”. If RAPCON is unable to provide an IFR clearance due to area saturation or heavy departure/arrival traffic, RAPCON shall report unable and state the reason. Example: “CALLSIGN, ARRIVAL, UNABLE DUE TO MOA SATURATION, MAINTAIN VFR, CONTACT LARIAT”. If RAPCON denies your request, maintain VFR and re-enter Lariat’s pattern through the VFR entry point.
4.3.7.7.2. RAPCON may call Lariat and/or Tower to inform them that they cannot accept RADAR breakouts due to area saturation or during heavy traffic to avoid further airspace congestion. Do not conduct RADAR breakouts if RAPCON has cancelled RADAR delays or automatic/Lariat releases.

4.3.8. Breakout/Go Around/Missed Approach Procedures

4.3.8.1. When the ELP airspace is active, and a breakout is necessary for aircraft on final, the aircraft will be instructed to, “FLY RUNWAY HEADING, CLimb AND MAINTAIN THREE-THOUSAND”.

4.3.8.2. T-6 RWY 13 DRT Local climb-out (south flow only); Simultaneous Instruments (GPS-B)or better at KDLF: If requesting another radar approach, maintain VMC to departure end of runway. At or above 400’ AGL perform a climbing right turn to 3000’ MSL heading 310 or as assigned and contact approach. Dual or better at KDLF: If entering Honcho’s pattern after flying the approach, contact approach and cancel IFR. Climb to 2100’ MSL and fly runway heading until abeam VFR entry. Squawk 0222 and contact Honcho.

4.3.8.2.1. The published missed approach is not authorized unless specifically requested by the aircrew and authorized by RAPCON.

4.3.9. Runway Clearing. Do not fly over aircraft on the runway below 500’ AGL unless the aircraft is a full-stop on a RSU controlled runway. If necessary, clear the runway as follows:

4.3.9.1. On 13L/31R: Clear to the east of the runway no farther than the closed runway intersection.

4.3.9.2. On 13C/31C: Clear to the east of the runway. Do not over-fly the outside runway.

4.3.9.3. On 13R/31L: Clear to the west of the runway. Do not fly in close proximity to, west of, or over the Tower.

4.3.10. QWAIL ROUTE Separation Procedures

4.3.10.1. Honcho shall provide at least one minute separation between single ship departures and at least two minute separation between formations to ensure aircraft have the minimum required IFR separation on the QWAIL ROUTE when contacting approach. Aircraft not separated by the appropriate separation and requesting IFR service will be instructed as follows: “INSUFFICIENT RADAR SEPERATION, MAINTAIN VFR, CONTACT HONCHO”. At this point the aircraft will maintain VFR and return to Honcho’s pattern. The 1 or 2 minute separation requirements do not apply to VFR aircraft departing Honcho’s pattern for Wizard when RWY 13 is in use or when RWY 31 Highway Departure is in use.

4.3.10.2. For aircraft on approach to RWY 13C/31C requesting the QWAIL ROUTE, Tower will notify Honcho when the aircraft is approximately four miles on final. Honcho will ensure one minute spacing, measured from the departure end of the runway, between aircraft requesting departure from their runway and aircraft departing on the QWAIL ROUTE from RWY 13C/31C.
4.3.10.3. To comply with MARSA requirements, aircraft departing an RSU controlled runway on the QWAIL ROUTE must remain clear of clouds until the departure control facility establishes radio and RADAR contact, and the aircraft is established on the 133 radial at 9 DME (RWY 13) or the 298 radial at 5 DME (RWY 31).

4.3.10.3.1. In the event that following ATC instructions will place the aircrew in IMC prior to termination of MARSA, the aircrew will advise ATC that they are unable to comply with the instructions. Specific ATC instructions prior to reaching the MARSA termination points do not constitute a cancellation of MARSA.

4.3.10.3.2. When the flying status is Instrument/GPS-B, single ship T-6 aircraft will fly the "Take-Off RWY 13/L/C/R or 31L/C/R Instrument Status" portion of the QWAIL ROUTE depicted in the IFG and IAW para 4.11.3. Flights are automatically cleared on the default flight plan unless a change to the clearance is coordinated by the pilot or controlling agency.

4.3.10.3.3. QWAIL ROUTE departures will be terminated when transient arrivals are on 10 NM final. QWAIL ROUTE departures may resume once the transient aircraft has completed a full stop landing or once the appropriate departure separation can be maintained between transient and local aircraft.

4.3.11. IFR Departure from RSU Controlled Runways/Patterns

4.3.11.1. To prevent two aircraft from being at the departure end without IFR separation, Lariat/Honcho will obtain an IFR Release from the Tower for all aircraft departing on an IFR clearance from their pattern. T-38 solo students departing off of the outside runway will adhere to the procedures set forth in para 4.3.3.

4.3.11.2. Unless directed by Tower, Honcho does not need an IFR release for aircraft departing on the QWAIL ROUTE on a local sortie. Cross-country and out-and-back sorties do require an IFR release.

4.3.11.3. IFR Release procedures.

4.3.11.3.1. Tower is responsible for initial departure separation.

4.3.11.3.2. RSU will state the position of departure aircraft when requesting release.

4.3.11.3.3. Tower will issue restrictions as needed with the release (i.e. “Maintain 6000” or “Low Approach Only”).

4.3.11.3.4. All released aircraft will conduct a “Touch and Go” unless otherwise coordinated.

4.3.11.3.5. RSU shall notify Tower with a “Resume” call which means departure aircraft is on the go.

4.3.11.3.6. Only one aircraft shall be released at any given time.

4.3.12. VFR Departure

4.3.12.1. All aircraft squawk as assigned and comply with any departure instructions issued prior to takeoff. T-6s departing on VFR flight plans will normally depart from the inside runway. If a T-6 desires to depart from the center runway, advise Clearance Delivery.
4.3.12.2. Aircrews will contact departure control for Class “C” airspace service.

4.3.13. IMC Instrument Trail Departures. This refers to 1 minute interval departures for T-1s and 20 second instrument trail for T-38s and T-6s.

4.3.13.1. Aircraft conducting formation IMC instrument trail departures are MARSA with other members of their formation throughout the departure. RAPCON will only provide separation between the formation and aircraft not in the formation. It is imperative that crews adhere to prescribed procedures to maintain vertical clearance from other members of their formation until visual contact can be maintained.

4.3.13.2. When contacting Clearance Delivery, crews will advise ATC of their intention to fly an IMC instrument trail departure. Include the number of aircraft in the formation, i.e. "DIRTY 11 flight of two, 1 minute interval, IFR to San Angelo ready to copy," or, "SWEEP 01, TALON 1, ready to copy, four by 20 sec instrument trail." When contacting Tower, advise of intentions to conduct the interval takeoff and, if needed, request an altitude block, i.e., "Sweep 01, ready for takeoff, four by 20 sec instrument trail, request block altitude (give a specific altitude request). If a block altitude is requested, Tower must coordinate with the RAPCON for a release.

4.3.13.3. The lead aircraft of the formation will squawk as assigned, and the last aircraft of the formation will squawk 0000 until rejoined. Lead aircraft will contact RAPCON on departure with altitude passing in order to verify Mode C.

4.3.13.4. If assigned an intermediate level off without a block of altitude, lead should coordinate for a block unless visual contact is established within the formation. If RAPCON is unable to assign a block of altitude sufficient for the formation, lead should obtain vectors from RAPCON for separation within the formation or coordinate for separate clearances for each aircraft. If separation of aircraft is ever in doubt, crews should consider squawking 7700 and declaring an emergency. If assigned an intermediate level off in conjunction with takeoff clearance (i.e., "Sweep 01, cleared for takeoff, 20 second interval, climb and maintain 6000"), lead will not accept takeoff clearance without a clearance for a block of altitude unless the formation will have visual contact prior to reaching the level off altitude.

4.3.13.5. Formations should not be cleared off the departure ground track until visual contact has been established. If vectors or a reroute is required prior to visual contact, lead must obtain block altitudes or vectors for separation. If unable to obtain block altitudes or vectors, lead should coordinate for separate clearances for each aircraft.

4.3.13.6. Once the formation is able to maintain visual contact, notify RAPCON. Rejoin shall be accomplished prior to 50 DME. Advise RAPCON as early as possible if the rejoins will be delayed beyond this distance.

4.3.14. SR-283 Departures. When RWY 13 is in use, T-6s will use RWY 13R for SR-283. When RWY 31 is in use, T-6s will request RWY 31C departure for SR-283 from Clearance Delivery.

4.4. Area Procedures
4.4.1. General Area Procedures. Entry into all Laughlin assigned areas is granted to Laughlin-based aircraft on IFR flight plans by either RAPCON or Houston Center. Traffic permitting, the controlling agency may clear aircraft direct from any point to an area/fix.

4.4.1.1. While maintaining 3 miles visibility and clear of clouds, 47 FTW aircraft operating in the Laughlin MOAs are provided “Merging Target Separation” (targets do not touch on the RADAR controller’s display) from applicable participating aircraft while established in the MOAs IAW FAA JO 7610.4 9-2-5. When established in the areas, pilots will advise the controller if unable to maintain 3 SM visibility and clear of clouds. Standard IFR separation will then be provided until the pilot advises 3 miles visibility and clear of clouds can be maintained in the area. As necessary, wingmen will squawk 0000 while in the MOA. A participating aircraft is any aircraft planning operations within the MOA (i.e., aircraft on an IFR cross country flight plan that does not intend to delay in the MOA would be afforded standard IFR separation).

4.4.1.2. T-38/T-1 only. Unless stated otherwise, aircrews will climb and maintain FL 230 unless given an intermediate level off at the time clearance direct is given.

4.4.1.3. Use the local altimeter setting in all SKI, RANCH, and BURR areas. During departure and cruise to assigned area, use 29.92 at or above FL180. Maintain 29.92 while in the PECOS areas. Upon departing your assigned altitude or upon entering the area, set your altimeter to the local setting. When departing your assigned area, leave the local altimeter setting in or reset to 29.92, as appropriate for the altitude flown. When the Laughlin AFB local altimeter setting is below 29.92, all areas will be capped below the normal altitude ceiling.

4.4.1.4. The following phraseology will be used by the controlling agency to provide assistance to pilots in maintaining their assigned areas. Acknowledge all instructions by stating call-sign.

4.4.1.4.1. “CS, WORK (direction)”. As soon as practical, the aircraft/flight will turn toward the direction specified via the shortest route.

4.4.1.4.2. “CS, WORK (direction) IMMEDIATELY”. The aircraft/flight will interrupt the present maneuver and immediately turn via the shortest route toward the direction specified.

4.4.1.5. MOA Scheduling. The Laughlin AFB’s MOAs will be scheduled NLT Friday 1630L prior to week of execution by 47 OSS/OSOR. The MOA will be scheduled according to the following rules for the Laughlin 1 MOA (L1M), Laughlin 2 MOA (L2M), and Laughlin 3 MOA (L3M):

4.4.1.5.1. The L1M will be scheduled from the first T-1 or T-38 take off time (whichever is earlier) to 15 minutes before Wing Airfield Closure during weekday daylight hours. It will close at official sunset during night weeks.

4.4.1.5.2. The L2M will be scheduled from first takeoff (any airframe) until 15 minutes prior to Wing Airfield Closure. This MOA will stay open during operating night hours and during the cross country return window on the weekends to provide an opportunity for additional training and emergency situations where a MOA is required.
4.4.1.5.3. L3M will be scheduled in the same operating window as the L2M for weekday daylight operations and in conjunction with the AMRAAM as needed. It will close at official sunset during night weeks unless being utilized in conjunction with the AMRAAM.

4.4.1.5.4. Should a need arise to schedule airspace/MTRs after 1630L on Fridays (i.e. late changes to weekend flying plan), flying squadrons will notify the 47 OSS/OSOR ASAP. The 47 OSS/CC will validate FTS requests. The 47 OSS will make every attempt to accommodate validated flying squadron requests. Notify 47 OG/CC ASAP if unable to fulfill a validated request.

4.4.2. RANCH and SKI Area Procedures

4.4.2.1. RANCH Areas

4.4.2.1.1. The RANCH areas may be divided vertically into two blocks: 9,000’ MSL - 15,000’ MSL (Low Block), 16,000’ MSL - 22,000’ MSL (High Block, Areas 1-4) and 16,000’ MSL – 21,500’ MSL (High Block, Areas 5-10). For altimeter settings 29.41 to 28.92 the top of the high areas will be capped at 21,000’ MSL. For altimeter settings 29.42 to 29.91 the top of the high areas will be capped at 21,500’ MSL. If a High or Low block is not specified, clearance includes full block (9,000’ MSL - 22,000’ MSL in Areas 1-4 and 9,000’ MSL – 21,500’ MSL in Areas 5-10). If assigning a block, RAPCON will state "CS, CLEARED RANCH XX {HIGH/LOW}". If cleared to a low block, additional level-off altitudes or altitude restrictions will be given by RAPCON.

4.4.2.1.2. RANCH Areas. Unless otherwise directed, the normal area uses are: Contact 1, 2, 3, 4, 5, 6, 7, 8, 9 and 10; Formation 3, 4, 5, 6, 7, 8, 9 and 10.

4.4.2.1.3. 87 FTS Solo students shall receive priority for RANCH Areas 1-4.

4.4.2.1.4. T-1s will normally be assigned RANCH High or Low blocks, unless "FULL BLOCK" is requested.

4.4.2.1.5. T-1s will normally be assigned the outer areas of the RANCH MOA and T-38s will normally be assigned the inner areas.

4.4.2.2. SKI Areas

4.4.2.2.1. The SKI areas are divided vertically into two blocks: 7,000’ MSL - 12,000’ MSL (Low Block), 15,000’ MSL - 22,000’ MSL (High Block). For altimeter settings 29.41 to 28.92 the top of the high areas will be capped at 21,000’ MSL. For altimeter settings 29.42 to 29.91 the top of the high areas will be capped at 21,500’ MSL. When being cleared to an area, RAPCON will state "CS, CLEARED AREA XX {HIGH/LOW}". A High/Low Area can be requested and will include 7,000’ MSL – 22,000’ MSL. When being cleared to a High/Low Area, RAPCON will state "CS, CLEARED AREA XX HIGH LOW."

4.4.2.2.2. SKI Areas. Unless otherwise directed, the normal area uses are: Contact 1, 2, 6, 7, 9 and 10; Instrument 3, 4, and 5 (Instrument East), 9 and 10 (Instrument South); Formation - 3, 4 and 5; any type of sortie can use Area 8.
4.4.2.2.3. On the PIPE Route once at or beyond 15 DME or on the FORDE Route established on the 15 DME arc and level at 13,000’ MSL, aircrew may proceed direct to the lateral limits of the assigned area unless otherwise specified by RAPCON. When within the lateral limits of the area, or adjacent to the area on the assigned transition, request climb/descent and/or left/right turn into the area. When within the lateral and vertical limits of the area, automatically switch to area discrete frequency.

4.4.2.3. **(All SKI/RANCH/BURR MOAs)** When given the instruction “CLEARED DIRECT” by RAPCON, continue flight from present position to assigned area at assigned altitude.

4.4.2.4. The following control instructions will be issued by RAPCON for T-6 aircraft operating in SKI Areas and recovering via the RIO ONE procedure.

4.4.2.4.1. If descent in an assigned SKI Area is required by RAPCON (14,000’ MSL, 6,000’ MSL, or as otherwise assigned) the following phraseology shall be used: “(Call Sign) CLIMB/DESCEND AND MAINTAIN (altitude), THEN CLEARED RIO ONE PROCEDURE.”

4.4.2.4.2. If climb/descent in an assigned SKI Area is not required by RAPCON and direct routing is desired or expected, the following instructions will be issued: “(Call Sign) PROCEED DIRECT OTULE, ENROUTE CLIMB/DESCENT APPROVED, MAINTAIN (altitude), CLEARED RIO ONE PROCEDURE.”

4.4.3. **Military Training Route (MTR) / Slow Route (SR) Operations**

4.4.3.1. **General Information**

4.4.3.1.1. RAPCON will control entrance times for IR routes to maintain at least 10 minutes separation between aircraft. For T-38s following T-1 aircraft, RAPCON will maintain at least 35 minutes separation between aircraft on the same IR route.

4.4.3.2. **Scheduling MTRs**

4.4.3.2.1. All users will schedule MTR entry times with the scheduling activity listed in FLIP AP/1B.

4.4.3.2.2. Scheduling Activity Sups will coordinate with RAPCON and AMOPS NLT 1630L on Friday to coordinate any scheduled use of IRs or VRs on that weekend.

4.4.3.3. **Aircu...
4.5.1. Laughlin AFB Arrival Fixes. Aircraft recovering from off-station may file to any of the coded Arrival fixes published in the IFG (ATC prefers radial/DME from DLF vs. fix names).

4.5.2. VFR Arrivals

4.5.2.1. VFR Arrivals will contact Laughlin Arrival NLT 30 NM out with radial and DME. VFR Arrivals are acceptable to accomplish specific mission requirements (i.e., return from low levels). Follow standard Arrivals as depicted in aircraft in-flight guides versus canceling IFR for VFR Arrivals.

4.5.3. Canceling IFR

4.5.3.1. Canceling IFR does not provide an aircraft with traffic priority.

4.5.3.2. After canceling IFR, RAPCON will acknowledge your call and if necessary, issue control instructions. If acknowledged with no instructions, proceed via own navigation to the desired fix.

4.5.3.3. Remain on the assigned frequency and squawk code until service is terminated by the RAPCON. When directed, change to RSU/Tower’s frequency and squawk 0222.

4.5.4. Approach Procedures

4.5.4.1. The FAA defines the T-38 and T-6 as single-piloted aircraft. As a result, RAPCON will normally send aircraft conducting instrument approaches to Tower frequency at 10 NM final regardless of weather conditions. This is to allow crews to call for the barrier without switching frequencies on the runway.

4.5.4.2. Only ILS, localizer, GPS or visual approaches to the center runway may be flown if either RSU traffic pattern is in use.

4.5.4.3. Circling Approaches. Request a circling approach from Arrival control. Circling approaches will not be conducted when either RSU controls a VFR pattern. With the exception of GPS-B, circling approaches are not authorized west of any runway.

4.5.4.3.1. When commencing the circle on the GPS-B, increase to and/or maintain 200 KIAS until 1 NM prior to MINNM. Conditions permitting, pilots should not slow to final approach airspeed outside of 3 NM from SWANT.

4.5.4.4. Arrivals to Runway 13C/31C. To minimize arrival saturation and maximize aircraft flow in the RADAR pattern, T-6 should fly 200 KIAS prior to 10 NM final and T-38s/T-1s should fly 250 KIAS (unless the T-38s need to fly 300 KIAS for aircraft weight) to the maximum extent practical when:

4.5.4.4.1. Established in the RADAR pattern.

4.5.4.4.2. Given initial RADAR vectors off of a coded arrival, instrument approach, or from inside a MOA, when within 20 NM of Laughlin AFB.

4.5.4.5. Entries to the VFR patterns from the center runway.

4.5.4.5.1. When a T-6 on approach is planning to enter the T-6 RSU pattern, Tower will notify Honcho when the aircraft reaches 4 NM on the approach.
4.5.4.5.2. Aircraft attempting to enter the VFR pattern after completion of an approach to the center runway will contact Lariat, Honcho or Tower (whoever controls the pattern) with position and request closed/crosswind (i.e. “LARIAT/HONCHO/TOWER, CS, CENTER, REQUEST CLOSED/CROSSWIND”). T-6 entries to the outside runway pattern from the center runway are allowed only when T-38 flying operations are suspended and Tower controls the outside runway.

4.5.4.5.3. RSU response:

4.5.4.5.3.1. “CENTER, CLOSED APPROVED or CENTER, CLEARED CROSSWIND”. Fly the pattern approved by the RSU.

4.5.4.5.3.2. “CENTER STANDBY / CONTINUE STRAIGHT AHEAD”. Maintain runway heading and VFR at or below 1600’ MSL until clearance is received.

4.5.4.5.4. TOWER response IAW FAA JO 7110.65:

4.5.4.5.4.1. “(CALLSIGN), CLOSED TRAFFIC APPROVED or (CALLSIGN), CROSSWIND APPROVED”. Fly the approved pattern as depicted in IFG.

4.5.4.5.4.2. “(CALLSIGN) EXTEND UPWIND/CONTINUE STRAIGHT AHEAD”. Maintain runway heading and VFR at or below 1600’ MSL until clearance into the pattern is received.

4.5.4.6. RADAR Vectors to Initial Procedures. RAPCON shall provide vectors to initial IAW FAA JO 7110.65 for all transient aircraft and to local aircraft upon request.

4.5.4.7. Airport Surveillance Approach (ASR) & Precision Approach (PAR) availability. Laughlin AFB does not have the ability to provide ASR or PAR approaches.

4.5.4.8. Straight-in to the Center Runway. Request “STRAIGHT-IN, [DRAG], [RADAR/TOWER/FULL STOP]”. Expect vectors (IFR) to 10 DME final for arrival sequencing. Once the runway is in sight, the pilot may report the field in sight and request a visual alignment. If visual alignment is approved, descend to 3000’ MSL and remain outside of 10 DME until aligned with final. At 10 DME, IFR is automatically cancelled.

4.5.4.9. Drag Procedures. Lead advises Approach Control they will drag the wingman one mile in trail on final by including the term “DRAG” in his radio calls. Maintain standard formation until approaching 9 DME. Once commencing the drag, the wingman will squawk 0000. Do not “DRAG” back to radar without prior coordination from RAPCON and Tower. Visual separation must be maintained between aircraft until on departure and RAPCON issues individual clearances for each aircraft.

4.5.5. RADAR Traffic Patterns. Due to limited airspace and the proximity of an international border, complexity of numerous procedures and volume of traffic, there exists no standard RADAR traffic pattern. RAPCON will provide services/vectors as required/allowed.

4.6. Pattern Procedures

4.6.1. Restrictions. Protection of the Laughlin AFB Civilian Corridor (Figure 4.2). Unless performing an ELP, regardless of status, all aircraft will cross 2 DME at or below 3000’ MSL for all departures from Laughlin AFB unless otherwise approved by ATC. Aircrews should
avoid the civilian corridor along Highway 90, 6.4 NM east to 5 NM west transitioning through Class C airspace between 3600’ MSL and 4500’ MSL. This corridor is for general aviation aircraft to transit safely through the local operating area.

Figure 4.2. Laughlin AFB Civilian Corridor and Class C Airspace.

"Class C" Inner/Outer Rings
ASW TX C Laughlin AFB, TX

(Lat. 29°21’36”N., Long. 100°46’39” W.)

The airspace extending upward from the surface to and including 5,100’ MSL within a 5-NM radius of Laughlin AFB, and the airspace extending upward from 2,500’ MSL to and including 5,100’ MSL within a 10-NM radius of Laughlin AFB. This Class C airspace excludes that airspace in Mexico. This Class C airspace area is effective during the specific days and hours of operation of the Laughlin AFB Tower and Approach Control facility as established in advance by a Notice to Airmen. The effective dates and times will thereafter be continuously published in the Airport/Facility Directory.

"Civilian Corridor"
ASW TX C Laughlin AFB, TX

(Lat. 29°21’36”N., Long. 100°46’39” W.)

The airspace 6.4 NM east to 5 NM west transitioning through Class C airspace between 3600’ MSL and 4500’ MSL. This corridor is for general aviation aircraft to transit safely through the local operating area and provides separation from Laughlin’s departing and arriving traffic.

4.6.2. Pattern breakouts for RWY 13L/31R. Ceiling must be equal to or greater than 3600’ MSL to breakout. Request practice breakouts from Tower before executing the maneuver. If
required or directed to breakout, immediately turn in the direction depicted in the IFG and climb to 3100’ MSL before crossing other pattern ground tracks. Make an advisory radio call as soon as practical. “CS, (location), BREAKING OUT”. When clear of outside downwind, make a descending turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.6.3. Pattern breakouts from a Straight-In to RWY 13L/31R. If directed to breakout after descending to 2100’ MSL, but prior to 4 NM, turn toward the VFR Entry Point, maintain 2100’ MSL and proceed to the VFR Entry Point. Once clear of outside downwind, make a climbing turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.6.4. Pattern breakouts for RWY 13R/31L. Ceiling must be equal to or greater than 3100’ MSL to breakout. Request practice breakouts from Tower before executing the maneuver. If required or directed to breakout, immediately turn in the direction depicted in the IFG and climb to 2600’ MSL before crossing other pattern ground tracks. Make an advisory radio call as soon as practical (i.e. “CS, (location), BREAKING OUT”). When clear of outside downwind, make a descending turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.6.5. Pattern breakouts from a Straight-in RWY 13R/31L. If directed to breakout after descending to 1600’ MSL, but prior to 2 NM, turn toward VFR Entry Point, maintain 1600’ MSL and proceed to VFR Entry Point. Once clear of outside downwind, make a climbing turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.7. T-6 Emergency Landing Patterns (ELPs)

4.7.1. The ELP Sector is in Class C airspace and may be released by the RAPCON to Honcho/Tower for practice ELPs. Practice ELPs do not take precedence over IFR traffic transiting this airspace. Tower/RSU shall request to activate ELP Sector, (above Lariat/Honcho Sectors: 3100’ - 4100’ MSL within 3 NM of Laughlin AFB) (Surface-4000’ MSL Wizard) upon initial T-6 request for ELP. Weather minimum for high key in ELP Sector at Laughlin AFB is a ceiling 500’ above high key, remaining between 3600’ - 4600’ MSL, and a reported flight and ground visibility of at least 3 SM. Weather minimum for high key in ELP Sector at Wizard is 500’ above high key, remaining between 3500’ - 4500’ MSL, and a reported flight and ground visibility of at least 3 SM. ELPs shall only be authorized for 47 FTW T-6 aircraft. ELPs shall follow the same ground track as the standard overhead pattern. When established in the Laughlin AFB pattern, high key will be requested on initial. High key may be requested with Honcho from any point in the pattern if there are no more than three aircraft in the pattern. RAPCON shall take control of ELP airspace when an aircraft is approaching the civilian corridor or VFR entry from the east and shall not authorize ELPs to resume until the aircraft is clear of the ELP sector. At Wizard, direct high key may be requested from any position provided there are no more than five aircraft in the pattern. All ELPs at Wizard will be flown to the west. ELPs may be flown to the outside runway provided Tower has control of the runway and there are no T-38s or T-1s in the pattern.

4.7.2. SFOs are not authorized at Laughlin AFB.
4.7.3. RAPCON control of ELP Airspace

4.7.3.1. RAPCON will retain control of ELP Sector airspace. Honcho shall request control of the ELP airspace when needed for practice or actual ELPs. RAPCON will ensure that the airspace is free of traffic prior to releasing the ELP airspace to the RSU. After the aircraft completes ELP training, Honcho will return the ELP airspace to the RAPCON.

4.7.3.2. In the event RAPCON must assume the ELP Sector without prior notification (i.e. aircraft departing DRT without notice, entering Laughlin AFB’s Class C airspace), RAPCON will call the controlling RSU and state, “REQUEST IMMEDIATE RELEASE OF THE ELP SECTOR”. If the ELP Sector is sterile, the RSU will immediately release the ELP sector to RAPCON.

4.7.3.3. If there are aircraft in the ELP Pattern between initial and high key or between high key and low key, then the RSU will immediately advise RAPCON of aircraft in the ELP pattern. RAPCON will ensure transitioning aircraft remains outside of Class C airspace.

4.7.4. ELP Terminology: “Call sign (CS), INITIAL, REQUEST HIGH KEY”. Tower/RSU will respond with “REPORT HIGH KEY”: clearance to 3600’ to 4100’ MSL. "(CS), HIGH KEY": Directly over the runway at 3600’ to 4100' MSL. "REPORT LOW KEY": Clearance from Tower/RSU to fly to low key. “(CS), LOW KEY GEAR DOWN”: Abeam the intended touchdown point. If required for sequencing, Tower/RSU will direct holding/orbit at high key. "(CS), HIGH KEY ORBIT": Holding will be in the same direction as pattern to be flown. If no response from Tower/RSU at high key, aircrews will orbit and reattempt contact. Aircraft will only depart high key from overhead the field and after receiving approval from Tower/RSU. “REQUEST LOW KEY”: On departure leg (same as requesting closed). “LOW KEY APPROVED”: Clearance from Tower/RSU to fly to low key. “(CS) HIGH DOWNWIND”: 2600’ MSL on inside downwind. Aircrews wishing to go to Low Key via Initial will report “(CS) Initial for Low Key”. After entering the break, the aircrew will climb to 2600’ MSL and proceed to Low Key. The crew will not climb until they are in the break. To preclude an aircraft on initial going into the break with insufficient spacing with another aircraft proceeding to Low Key, the aircraft who proceeded to Low Key via Initial will report “(CS), High Downwind upon reaching 2600’ MSL”.

4.7.5. ELP cut-off points and restrictions:

4.7.5.1. Straight-in traffic shall be outside of 5 NM final or within 1 NM final when clearing out of high key.

4.7.5.2. The minimum separation standard between successive ELP aircraft is the second aircraft may not be cleared out of high key until the preceding aircraft reports low key.

4.7.5.3. No aircraft will be cleared for takeoff on the same runway the ELP is being conducted to once the ELP aircraft departs high key.

4.7.5.4. Aircraft conducting a closed traffic maneuver to the same runway as the ELP must be turning base prior to the ELP aircraft leaving high key.

4.8. T-6 Advanced Handling Characteristics (AHC) Procedures

4.8.1. Coordination Requirements
4.8.1.1. When notified that an AHC aircraft is inbound to Wizard, Wizard will depart all non-participating aircraft. Once all aircraft have departed, the Wizard RSU will notify SOF and RAPCON that they are AHC Sterile.

4.8.1.2. Any aircraft inbound to Wizard after Wizard becomes Sterile must add AHC to the end of their radio call or they will be denied entry to Wizard due to AHC operations. “Example: “Call-Sign, passing 2100’ VFR to Wizard AHC”.

4.8.1.3. Participating aircrew must ensure visual separation from all aircraft, whether participating or not in AHC operations. RAPCON will ensure separation of locally assigned aircraft from the AHC airspace as shown in the Figure 4.3 (vertical – 500 feet, lateral-target does not touch the airspace boundary). RAPCON is not responsible for separation of civilian aircraft from this airspace but will attempt to notify Wizard RSU if they observe civilian traffic nearing T70.

4.8.2. Operations

4.8.2.1. Aircraft participating in AHC operations at Wizard will adhere to the following procedures:

4.8.2.1.1. Runway 13: Upon entry into the Wizard pattern, aircrew will be cleared to operate from the surface to 5500’ MSL, up to 7 NM from T70 not to proceed west of the DLF 133 radial or inside of 15 DME as shown in Figure 4.3.

4.8.2.1.2. Runway 31: Upon entry into the Wizard pattern, aircrew will be cleared to operate from the surface to 4000’ MSL, up to 7 NM from T70 not to proceed west of the DLF 133 radial or inside of 18 DME as shown in Figure 4.3. Further, aircraft requesting to operate at an altitude higher than 4000’ MSL will make their request to the Wizard RSU. The Wizard RSU will coordinate with RAPCON for airspace up to 5500’ MSL for a measurable time period. If the request is approved, the Wizard RSU will notify the aircrew that they are approved to climb. If the request is denied, the RAPCON will advise the Wizard RSU of the approximate delay until the request can be granted. After the appropriate passage of time, the Wizard RSU crew will again query RAPCON with the airspace request. RAPCON can either approve the request or advise Wizard RSU of the new estimated delay.

4.8.2.2. If at any time, these procedures are required to be modified due to real world constraints, RAPCON will advise the Wizard RSU of the airspace that their participating AHC aircrew are allowed to operate within with no further coordination with RAPCON. Aircrews are still responsible for visual separation with locally assigned and civilian aircraft.
4.9. **Night Patterns.** T-1s and T-38s shall not operate in the night VFR pattern simultaneously. T-1s should plan to accomplish night pattern work off-station. There are no restrictions to the night radar pattern.

4.10. **Bird Hazard Operations.**

- **4.10.1.** Every low-level and off-station sortie briefing will include current Avian Hazard Advisory System (AHAS) information. If any portion of the route/destination is forecast SEVERE, plan another route/destination/mission if possible. If no other options exist or the operations supervisor can confirm with the destination that the Bird Watch Condition is less than SEVERE, crews may continue planning to the destination. Flights will brief and utilize risk mitigation techniques listed in AFI 11-202V3, AETC Supp.

- **4.10.2.** If flying a Military Training Route (MTR) that is forecast SEVERE, enter the route as high as practical while avoiding forecast bird activity altitudes. If bird activity is not observed to be SEVERE, pass this information to the SOF as soon as practical and a descent to lower altitude is acceptable. If bird activity is SEVERE, abort the route and broadcast on Guard, “Attention all Laughlin aircraft, (Call-sign) on Guard, aborting (route) at (geographic location) due to birds”. Advise the SOF as soon as possible after leaving the route.

- **4.10.3.** If significant bird activity is reported on an MTR, the SOF may close the route or portions of the route to 47 FTW aircraft. Such restriction will be passed via ATIS and the
squadron duty desks. To reopen the route, a minimum of one hour must pass from the time it was reported SEVERE. The SOF will assign a wing aircraft to inspect the route. The aircraft will fly as high as practical within the route structure while avoiding previously reported/forecast altitudes of significant bird activity. Once bird activity can be determined the aircraft will make a report/recommendation to the SOF. The SOF will then either re-open the route or leave restrictions in place.

4.10.4. Bird Watch Conditions can be found in the Laughlin Bird/Wildlife Aircraft Strike Hazard section of AP/1.

   4.10.4.1. MOAs. When Bird Condition Severe, change the flight profile to avoid bird activity and report conditions to the SOF.

   4.10.4.2. Low-Level Routes. When Bird Condition Severe, abort the route and implement procedures in para 4.10.2. through 4.10.5.

4.10.5. Aircrew Reporting Procedures. Inflight reports should include the following information to the maximum extent possible: location and direction of flight, altitude, time of sighting, bird type, and approximate number and size (small, medium, or large). Make reports to the RSU, SOF, or ATC. On low-level routes, make a call in the blind on 255.4 (VR, SR routes) or assigned frequency (IR routes). After exiting the route, make a report to the SOF when able. If flying on an out-and-back or cross-country mission, contact the squadron Sup after landing and have the Sup relay your report to the SOF.

4.10.6. Aircrews/RSU controllers will advise the SOF of recommended conditions. The SOF will report the opening and any changing BWC, along with details of the report, to AMOPS. AMOPS will then update the Airfield Status Page with the current BWC for Laughlin AFB and Wizard. AMOPS will issue a NOTAM for Laughlin AFB BWC of Moderate or Severe.

4.10.7. The RSU will advise aircrews of the Bird Watch Condition upon initial contact. During Bird Watch Condition Low no Bird Watch Condition will be transmitted. Changes in the Bird Watch Status and/or information will be broadcast by all controlling agencies.

4.11. Flying Statuses. Refer to Figure 4.4 and Figure 4.5 for a graphical depiction of local status requirements.

   4.11.1. Aircraft flying statuses are intended to give aircrews the information necessary to safely and effectively conduct their missions. The criteria listed below are not all encompassing; the SOF may need to improvise to adequately cover unusual circumstances. In such cases, the SOF should use clear language (i.e., T-6s, divert to Del Rio). SOF shall not direct a VFR status in conjunction with Instrument/GPS-Bravo status.

   4.11.2. The status is based primarily on weather. A separate ATIS entry identifies who controls the pattern, if other than normal (i.e., T-38s are Solo, formation only, Tower controls 13L.).

   4.11.3. Weather Dissemination and Coordination Procedures. Weather information will be disseminated and coordinated IAW with guidance established in LAFBI 15-101, Weather Support.

   4.11.4. Status Changes
4.11.4.1. When the SOF directs a status change, the SOF will notify all participants in accordance with the SOF Quick Reaction Checklist.

4.11.4.2. Tower will broadcast status change on Ground and Tower frequencies and update the ATIS.

4.11.4.3. RAPCON will broadcast status changes on all local area frequencies and have aircraft acknowledge by IDENT. If the flying status is Weather Recall, Weather Divert, or if there is a change in alternate, RAPCON will broadcast the status change and the nearest suitable alternate on all local area frequencies and on GUARD. Additionally, RAPCON will direct an airborne aircraft to announce the status change to low level aircraft when necessary.

4.11.5. Status Suffixes. The status may include one or more suffixes. These suffixes will include vital information to aid aircrews with in-flight planning. The following are some examples, but this list is not all-inclusive.

4.11.5.1. Weather Alert. Used to alert airborne T-1s that weather at DLF is expected to deteriorate. The expected duration is temporary, usually due to thunderstorms or gust fronts, and should improve prior to the scheduled T-1 recoveries. T-1s may continue with their mission but will recover with appropriate divert fuel. Consider the potential delays due to recovering T-6s and T-38s first.

4.11.5.2. (Location) Alternate. When an alternate is required, the alternate base will be appended to the status. Example: T-38s are Instruments, Kelly Alternate.

4.11.5.3. Pattern Only

4.11.5.4. Gusty Wind Procedures. See applicable aircraft directives.

4.11.5.5. Stop Launch. The reason, expected duration, and instructions for airborne aircraft may be included.

4.11.5.6. If the RIO Arrival procedure is not available due to low ceilings in the vicinity of the RIO ground-track, but the Honcho pattern is available (Dual or Restricted Patterns), the SOF may direct T-6 recoveries to the center runway via an instrument approach. The aircrew may then request the option to turn crosswind to Honcho (i.e. Rattler 01 requests vectors visual alignment to 13C option Honcho). Conditions must allow for T-38 recoveries without use of the center runway.

4.11.5.6.1. The T-38 primary recovery method cannot be via the center runway (must use ZADOM procedure or West Fork/Fort Clark).

4.11.5.6.1.1. T-38 status cannot be Straight In Only. If T-38 status is Restricted Patterns, the ZADOM procedure must be useable.

4.11.5.7. Time periods. The instrument window times may be included (e.g., T-6 Instruments 0800-1000, T-38 Instruments 1000-1200).

4.11.5.8. Lightning Procedures.

4.11.5.8.1. Lightning Observed within 10 NM of Laughlin AFB: If airborne, pilots will monitor Guard for Recall/Divert Options. If on the ground, pilots will monitor...
Guard and contact the SOF. Continued operations will be directed by the SOF. Ramp personnel should keep movement minimized.

4.11.5.8.2. Lightning Observed within 5 NM of Laughlin AFB: If airborne, pilots will contact the SOF. The decision to hold/divert/proceed will be directed by the SOF. If on the ground, all personnel will cease all outside activity and seek shelter. Aircraft will exit the runway and hold their position in the EOR/ramp/taxiway. Aircraft will not taxi into a parking spot without a ground marshal. Aircrew will follow SOF or Ground Control directions. Pilots will keep their engines running unless fuel becomes critical. If the weather becomes a greater threat, the pilot will coordinate with the SOF for egress or taxi.

4.11.6. T-6 Flying Status Criteria Runway 13

4.11.6.1. Unrestricted. Weather conditions allow full use of the MOA and Honcho’s pattern. Crosswinds are within solo limits. Solo students can maintain visual reference with the ground during departure, area work, and recovery. Honcho controls the T-6 pattern.

4.11.6.1.1. A ceiling of 4600’ MSL is required for High Key operations.

4.11.6.2. Solo. Weather is equal to or better than 3100’ MSL/5 SM. Crosswinds are within solo limits and Honcho controls the T-6 pattern. This status must be followed by a suffix indicating the specific restriction(s) to solos. Example suffixes (not all-inclusive) are:

4.11.6.2.1. Formation Only. Formations maintain VMC during departure, area work, and recovery, but need not maintain visual reference with the ground throughout the sortie.

4.11.6.2.2. Pattern Only. Solos are restricted to Honcho’s pattern or, if Wizard is Solo in the Pattern, solo students may use both patterns.

4.11.6.2.3. Low Areas Only/Inner Ring Only. Solos are limited to the specified areas and can maintain visual reference with the ground during departure, area work, and recovery.

4.11.6.3. Dual. Weather is equal to or better than 3100’ MSL/3 SM. No solo student sorties are allowed. Tower may retain the runways for controller proficiency training on the ELP.

4.11.6.3.1. A ceiling of 500’ above high key, remaining between 3600’ - 4600’ MSL, is required for High Key operations.

4.11.6.3.2. A ceiling of 3600’ MSL is required for night operations on the RIO.

4.11.6.4. Restricted Patterns: Weather is equal to or better than 2600’ MSL/3 SM. No solo student sorties allowed. Pattern entry is via initial takeoff, straight-in from Radar entry, or closed/crosswind from the center runway. No breakout capability exists. Only 8 aircraft are allowed in the pattern.

4.11.6.5. Simultaneous Instruments. Instrument approaches are conducted to the center and the inside runway simultaneously. The SOF will announce the T-6 and T-38 statuses in one of the following combinations:
4.11.6.5.1. Simultaneous Instruments. Weather is equal to or better than 2100’ MSL/3 SM. T-6s will recover to Laughlin AFB via the GPS-B. T-38s will recover via ILS, LOC, or visual approach to the center runway. RAPCON approval, with SOF coordination, is required for T-6s to utilize the center runway for approaches. MARSA applies to 47 FTW aircraft recovering simultaneously via the GPS-B and approach to RWY 13C.

4.11.6.5.2. Multiple RADAR patterns are allowed with RAPCON approval and may only be conducted on approaches to the center runway. RAPCON will coordinate with Tower to control RADAR/traffic pattern separation.

4.11.6.6. Alternating Instruments. Weather is equal to or better than suitable approach minimums. All aircraft will return for an instrument approach. Multiple RADAR patterns are allowed during like-aircraft window with RAPCON approval. RAPCON will coordinate with Tower to control RADAR/traffic pattern separation. See paragraph 4.11 for specific details.

4.11.6.7. Stop Launch. All local launches are stopped and duty desks will stop stepping crews. The reason, expected duration, and instructions for airborne aircraft may be included. Out & back and cross country sorties may be launched with SOF approval after coordination with the Tower and watch supervisors.

4.11.6.8. Weather Recall. The SOF has the option to full stop all aircraft or to recall aircraft to the VFR/RADAR pattern. The weather recall and change in flying status and the nearest suitable alternate will be announced on GUARD. Airborne aircraft will immediately discontinue their profiles and await sequencing for recovery. While awaiting sequencing, aircraft will climb to the top of their assigned altitude block and hold at maximum endurance airspeed. Solos will receive first priority followed by aircraft close to divert fuel. Fly the recovery at 250 KIAS. Once all aircraft have landed, the status reverts to Standby. If recalled to the pattern, status reverts to the appropriate status with a pattern only suffix once all aircraft are established in the pattern. RAPCON will direct one aircraft in the MOA announce the weather recall on GUARD to ensure all local aircraft receive the recall.

4.11.6.9. 47 OG Recall. All aircraft recover via weather recall procedures except fly normal airspeeds and refrain from contacting the SOF unless special handling is required.

4.11.6.10. Standby. Awaiting improving conditions. All local aircraft have recovered. Weather ships out & backs and cross-country sorties may be launched, if appropriate, with SOF approval.

4.11.6.11. Terminated. All local flying (including off-station returns) is complete through the scheduled start time of launches for the next day.

4.11.6.12. Wizard Status. With the exception of the runway direction, Wizard’s status is independent of Honcho’s and may be one of the following: Closed, Restricted Patterns, Dual, Solo in the Pattern, or AHC Sterile. Weather criteria are the same as for Honcho’s pattern except Solo in the Pattern at Wizard requires a minimum of 3100’ MSL/5 SM for RWY 13 and must allow VFR en-route to Wizard and on the RIO-ONE procedure while maintaining visual reference with the ground. The SOF will determine via PIREPs if the weather en-route to Wizard is suitable for a status of Solo in the
Pattern. Some coordination with RAPCON may be required to get the solos home VFR. High Key operations require a ceiling 500’ above high key, remaining between 3500’ – 4500’ MSL, and a reported flight and ground visibility of at least 3 SM.

4.11.6.13. AHC Sterile. Wizard is closed to T-6 operations other than AHC sorties. Maximum of two AHC participants are allowed at Wizard during the AHC sterile period.

4.11.7. T-6 Flying Status Criteria Runway 31

4.11.7.1. Unrestricted. Same as Runway 13.
4.11.7.2. Solo. Same as Runway 13.
4.11.7.3. Restricted Patterns. Same as Runway 13.
4.11.7.4. Simultaneous Instruments. Instrument approaches are conducted to the center and the inside runways simultaneously. The SOF will announce the T-6 and T-38 statuses as:

   4.11.7.4.1. Simultaneous Instruments. Weather is equal to or better than 2100’ MSL/3 SM. T-6s will recover to Laughlin via the GPS-B approach. T-38s will recover via ILS, LOC, or visual approach to the center runway. RAPCON approval, with SOF coordination, is required for T-6s to utilize the center runway for approaches. MARSA applies to 47 FTW aircraft recovering simultaneously via the GPS-B and approach to RWY 31C.

4.11.7.5. Alternating Instruments. Same as Runway 13.
4.11.7.6. Stop Launch: Same as 13.
4.11.7.7. Weather Recall: Same as 13.
4.11.7.8. 47 OG Recall: Same as 13.
4.11.7.9. Standby: Same as 13.
4.11.7.10. Terminated: Same as 13
4.11.7.11. Wizard Status: Same as 13 except Solo in the pattern at Wizard requires a minimum of 5500’ MSL/5 SM for RWY 31. This allows VFR en-route to Wizard (via the Highway VFR Procedure) and on the RIO-ONE procedure back to Honcho’s pattern. The SOF will determine via PIREPs if the weather en-route to Wizard is suitable for a status of Solo in the Pattern. Some coordination with RAPCON may be required to get the solos home VFR.

4.11.8. T-38 Flying Status Criteria Runway 13

4.11.8.1. Unrestricted: Weather conditions allow full use of all training areas. Crosswinds are within solo limits. Solo students can remain in VMC at all times, with sufficient ground references to visually navigate to and from Lariat’s traffic pattern. Lariat will control the T-38 pattern when solo students are airborne in the local flying area.

4.11.8.2. Weather solo: Weather is equal to or better than 5000’ AGL/5 SM with clouds no more than 2000’ thick (IAW AFI 11-2T-38 Volume 3, T-38 Operations Procedures). On a case by case basis with Ops Sup and SOF approval, post-transition check ride solo
students are allowed outside the pattern (formation and transition), including solo out &
back missions. Solos will not level off or cruise in any IMC.

4.11.8.3. Solo: Weather is equal to or better than 3600’ MSL/5 SM. Crosswinds are
within solo limits. This status must be followed by a suffix indicating the specific
restriction(s) to solos. Example suffixes (not all-inclusive) are:

   4.11.8.3.1. Inner Ring/Specific Areas Only: Solos are limited to the specified areas.
   Solo students can remain in VMC at all times, with sufficient ground references to
   visually navigate to and from Lariat’s traffic pattern. Inner ring is defined as RANCH
   Areas 1-4.

   4.11.8.3.2. Pattern Only: Solos are restricted to Lariat’s pattern.

4.11.8.4. Dual: Weather equal to or better than 3600’ MSL/3 SM. No solo student sorties
allowed.

4.11.8.5. Restricted Patterns: Weather Restricted Patterns: Weather is equal to or better
than 3100’ MSL/3 SM. No solo student sorties are allowed. Pattern entry may be via
straight in from the ZADOM procedure, or, if once established on the ZADOM
procedure and the weather permits VFR cloud clearances to the pattern entry point, pilots
may cancel IFR and enter via straight-in from West Fork (RWY 13) or Fort Clark (RWY
31). Entry may also be made from initial takeoff or closed/crosswind from the center
runway. Tower will normally control the outside runway during Restricted Patterns status
or lower. A maximum of 8 aircraft are allowed in the pattern. No breakout capability
exists.

4.11.8.6. Restricted Patterns Straight-In Only: Weather is equal to or better than
2600’MSL/3 SM. No overhead patterns are allowed. Low closed patterns are allowed.
Crosswind and outside downwind will be flown at 2100’ MSL. Entry is limited to
crosswind from initial takeoff or the center runway. A maximum of 6 aircraft are allowed
in the pattern. Entry is limited to crosswind from initial takeoff or the center runway. No
breakout capability exists.

4.11.8.7. Simultaneous Instruments. Same as T-6 status criteria for RWY 13.

4.11.8.8. Alternating Instruments: Same as T-6 Status Criteria.

4.11.8.9. Stop Launch: Same as T-6 Status Criteria.

4.11.8.10. Weather Recall: Same as T-6 Status Criteria.

4.11.8.11. 47 OG Recall: Same as T-6 Status Criteria.


4.11.8.13. Terminated: Same as T-6 Status Criteria.

4.11.9. T-38 Flying Status Criteria Runway 31. T-38 Statuses for RWY 31 are the same as
for RWY 13 with the following exception.

   4.11.9.1. Simultaneous Instruments. Same as T-6 status criteria for RWY 31.

4.11.10. T-1 Flying Status Criteria
4.11.10.1. Unrestricted: Weather is equal to or better than suitable approach minimums. Applicable suffix:

4.11.10.1.1. Weather Alert: Used to alert airborne T-1s that weather at DLF is expected to deteriorate, but should improve prior to the scheduled T-1 recoveries. T-1s may continue the planned mission, but will recover with appropriate divert fuel.

4.11.10.1.2. Multiple T-1 RADAR patterns are allowed with RAPCON Watch Supervisor approval. RAPCON will coordinate with Tower to control RADAR/traffic pattern separation.

4.11.10.1.3. Weather Divert: T-1s will divert or hold per SOF (SOF will coordinate with T-1 SUP for divert locations and to assist notifying T-1 crews).

4.11.10.2. Stop Launch: Same as T-6 Status Criteria.

4.11.10.3. Weather Recall: SOF should coordinate with T-1 SUP before announcing T-1 recall. Depending on length of Weather Recall and T-1 mission profiles, Weather Alert may suffice. Procedures for execution are same as T-6 Status Criteria.

4.11.10.4. 47 OG Recall: Same as T-6 Status Criteria.

4.11.10.5. Standby: Same as T-6 Status Criteria.

4.11.10.6. Terminated: Same as T-6 Status Criteria.

**Figure 4.4. Flying Status Chart, Runway 13.**
4.12. Instrument Status Procedures

4.12.1. When the weather precludes aircraft from having a traffic pattern (i.e., less than 1500’ AGL/3 SM), the SOF will coordinate with the Squadron Sups for an Instruments status.

4.12.2. T-6s and T-38s will alternate Instrument periods or be Simultaneous Instruments (GPS-B and center recoveries on Runway 13, GPS-B on RWY 31). The Alternating Instrument periods are normally 2 hours in duration, but Sups should coordinate with each other for shorter/longer periods based on sortie capability.

4.12.3. During “Instrument Status”, single-ship T-6 aircraft shall depart on the following IFR clearance: Aircrews are automatically cleared to the DLF133/013 fix via the QWAIL ROUTE. Climb and maintain 13,000. Expect further clearance at 13 DME.

4.12.4. Alternating Instruments. Local mission T-6/T-38 aircraft will not request recovery until the beginning of their respective instrument period and should land prior to the expiration of their respective instrument period. The squadron Ops Sups will inform the SOF of the coordinated instrument periods. The SOF will ensure a 10 minute buffer separates the changeover from one aircraft period to another.

4.12.4.1. T-6s and T-38s may fly multiple approaches during their respective Instrument window with RAPCON approval. RAPCON and Tower shall coordinate multiple approaches with SOF concurrence.

4.12.4.2. T-1s will smooth-flow launches and arrivals throughout the instrument periods, but will not fly multiple approaches or RADAR delays (except in unusual circumstances,
with SOF/RAPCON approval). T-1s should use the training areas of the non-flying aircraft (i.e., during T-38 Instruments, use BURR Areas).

4.12.5. Weather Ships:

4.12.5.1. A weather ship is an aircraft that departs Laughlin Class C airspace to determine weather conditions and if operations can be conducted in the MOA.

4.12.5.2. A maximum of 2 aircraft will be called a weather ship. Only 2 weather ships will be airborne at one time.

4.12.6. T-6/T-38 out & back/cross country aircraft may takeoff as scheduled, or coordinate a later estimated departure time with the Sups from both squadrons. All off-station T-6/T-38 aircrews returning to Laughlin AFB will coordinate with their Sup to land during their respective aircraft’s Instrument period (unless designated as a weather-ship).

4.12.7. Alternate fuels. When an “Alternate” is directed, all aircrews will plan to land with enough fuel to divert to the designated alternate.

4.12.7.1. Alternate fuels for weather phenomena. If the SOF directs that aircraft carry alternate fuels for predictable weather phenomena, the SOF may elect to allow aircraft to burn down below alternate fuels in the VFR or RADAR patterns. This will allow local aircraft to be positioned to land in an expeditious manner but still continue to train. In the case of winds potentially gusting out of limits or forecast to be out of limits, aircraft will land at or above alternate fuels.

4.12.8. Divert Fuels depicted in the In-flight Guides are based on departing Laughlin from the missed approach point, climbing to the depicted altitude, cruising (no wind), descending, and landing at the divert base with AFI 11-202 Vol 3 fuel reserves. Aircrews must adjust recovery fuel to compensate for winds and traffic density to ensure adequate fuel reserves are available.

4.13. Pattern Check Procedures

4.13.1. Pattern checks will be requested by/with the control facility (Tower/RSU). A pattern check is accomplished by sending an aircraft into the respective pattern to determine cloud heights and if pattern operations can continue.

4.13.2. Aircraft will not climb above 3100’ MSL (except T-6s on initial to check ELP weather up to 4100’ MSL) and will make every effort to maintain pattern ground track. Checks outside the pattern and any made during an instrument status must be coordinated through the Tower, and RAPCON.

4.13.3. Aircrews inadvertently entering IMC conditions will maintain current altitude and heading, squawk emergency, and contact RAPCON. When the observation is reported below 1000’ MSL/3 SM, pattern checks are not authorized.
Chapter 5

ABNORMAL PROCEDURES

5.1. Miscellaneous

5.1.1. RSU/Tower Visual Check Procedures. If a visual check is necessary, fly no lower than 100’ AGL down the runway or as directed by the controller.

5.1.2. Hot Brake Area and Procedures. In the event of suspected hot brakes, the pilot will notify the Tower or RSU. Tower will activate the Primary Crash Net. If possible, proceed to a depicted hot brake area on the airfield diagram. (Attachment 5) Aircrew must make every effort to park the aircraft nose wheel in the center of the taxiway yellow 1 ft x 3 ft painted block with the aircraft pointed into the wind. Each block corresponds to the hot brake areas depicted in the inflight guide.

5.1.2.1. Runway 31 Operations. There are two aircraft hot brake areas depicted at the airfield northern end. The primary hot brake area is the farthest west position of the two depicted in Attachment 5, Airfield Diagram & Runway Gradients, located on Taxiway Alpha, west of RWY 31L. The secondary hot brake area is the eastern position located on Taxiway Alpha between RWYs 31C and 31L. Aircrew should attempt to use the primary hot brake area if conditions permit.

5.1.2.1.1. Once stopped at the respective hot brake area, expect Fire Emergency Services Flight personnel to perform an evaluation of aircraft condition. Unless an immediate hazard exists, FD personnel will withdraw to a nearby area with one reaction vehicle for the next 30 minutes. At the expiration of the mandatory 30 minute monitoring period and with no cause to remain, FD OSC will terminate the emergency.

5.1.2.1.2. During the 30 minute monitoring period, with an aircraft at the primary hot brake area, taxi operations are authorized to continue only on the south taxi line from runway 31L to Taxiway Golf. For hot brake aircraft stopped at the secondary spot, Taxiway Alpha west is closed from RWY 31C to RWY 31L for the duration of the initial reaction and 30 minute monitoring periods.

5.1.2.1.3. For hot brake aircraft parked at the secondary site, there are two main aerodrome operational impacts. First, RWY 31R aircraft clearing at Taxiway Alpha must request back taxi on RWY 31C to clear at any taxiway other than Taxiway Alpha. T-38s are reminded of the restriction allowing no more than one T-38 to be parked on Taxiways Bravo or Charlie. Second, aircraft landing RWY 31C are encouraged to perform landings which safely allow early turnoff at any appropriate taxiway other than Taxiway Alpha, otherwise these aircraft will be required to back taxi to clear RWY 31C.

5.1.2.1.4. Runway 13 Operations. Due to the different taxiway locations of both south aerodrome hot brake areas, they will continue to be referred to by all personnel as the Taxiway Echo and Taxiway Golf hot brake areas. In these locations, aircrew must taxi their aircraft nose wheel onto the center of the 1 ft x 3 ft yellow hot brake
painted block with the aircraft pointed into the wind. FD reaction protocol including
the mandatory 30 minute monitoring period is the same as runway 31 operations.

5.1.2.1.5. With a hot brake aircraft at the Taxiway Golf hot brake area, all RWY
13C/13L aircraft must clear the respective runway at a taxiway other than Taxiways
Golf or Hotel as appropriate. For hot brake aircraft on the Taxiway Echo spot, RWY
13R landing aircraft must clear that runway at a taxiway other than Taxiway Echo.

5.1.3. Airborne Transponder Failure. RAPCON will assign T-38/T-1 aircraft with
transponder failure to RANCH 1-4, if available, using primary RADAR (solos will be given
priority). If RANCH 1-4 are not available, aircrews will RTB. This service is provided at the
discretion of the RAPCON watch supervisor.

5.1.4. External Stores Drop Area

5.1.4.1. Under VFR conditions, pilots will be instructed to make an approach to the
active runway at 1600’ MSL and, when approaching the field, to fly a ground track
directly over the intersection of the closed runways. They will be instructed to release
external stores over the intersection of the closed runways. Under IFR conditions, pilots
will be instructed to fly an approach to the active runway. When breaking out of the
weather, the pilot will be instructed to climb or descend to 1600’ MSL (or the highest
usable VMC altitude below 1600’ MSL), then follow the VFR procedures listed above.

5.1.5. Fuel Dumping

5.1.5.1. Ground fuel dumping is not permitted at Laughlin AFB.

5.1.5.2. Aerial Fuel Dumping will be conducted IAW FAA JO 7110.65.

5.1.6. Bailout Procedures. Pilots initiating a controlled bailout will maintain assigned
altitude or a minimum of 3100’ MSL and proceed direct to the Laughlin VORTAC. Pilots
will depart the VORTAC heading 043. The controlled bailout point is DLF 043/4 heading
043.

5.1.7. Early Returns. The term “Early Return” is often used by aircrew as an advisory that an
aircraft is returning to base significantly earlier than planned. This occurs for a variety of
reasons (e.g. airsick student, minor aircraft malfunction). Aircrews on an "Early Return" will
advise the SOF. Additionally, an "Early Return" aircraft should advise ATC of any special
handling/information required to facilitate the recovery. Early Return aircraft will not be
afforded traffic priority solely as a result of this status. Pilots wishing to receive traffic
priority should consider declaring an emergency.

5.1.8. DLF Radar Limitations. Laughlin AFB’s Digital Airport Surveillance Radar (DASR)
provides primary radar coverage to 60 NM and secondary radar coverage to 120 NM.
Aircraft operating outside 60 NM and/or within RANCH airspaces 5 through 11 will only be
provided secondary radar services, therefore traffic advisories will only be available on
transponder equipped aircraft (e.g., civilian aircraft that aren't transponder equipped will not
be visible on ATC radar).

5.2. Airfield Equipment Contingencies.

5.2.1. RSU Comm-Out Procedures
5.2.1.1. In the event of RSU electrical/radio failure, the RSU controller will use light gun signals to direct aircraft on final to “GO AROUND”. The aircraft sent around will transmit “The RSU has lost power, contact Tower”. The controller will contact Tower via hotline, landline telephone, or cell-phone as soon as possible to complete a verbal handoff of the runway. Tower will make an announcement on Guard as they assume control of the affected runway. All aircraft will switch to Tower (channel 5) for instructions. The normal RSU pattern ground track will be flown. Aircraft in the pattern have the option to depart, full-stop, or fly straight-through on initial. No touch-and-go landings will be flown and launches into the patterns will be terminated. Tower may be required to suspend pattern entries from the RADAR entry point. Aircrews denied entry at the RADAR entry point should expect vectors for a straight-in to the center runway.

5.2.1.2. Extended Services. For extended periods of RSU equipment outage, the 47 OG/CC may authorize limited pattern operations under Tower control provided a Class B RSU is in place. Reference AETCI 11-204 for solo student restrictions.

5.2.1.3. If a Wizard RSU radio failure is noted through light gun signals by any T-6 aircrew, advise the SOF and any other aircraft in the pattern. Fly straight through initial and depart.

5.2.2. Non-RADAR Operations

5.2.2.1. RAPCON’s loss of RADAR is a major limiting factor in the ability to provide expeditious air traffic control service. Any deviations from the procedures outlined below, or in the IFGs, require SOF and RAPCON Watch Supervisor coordination. Due to TERPs criteria, certain routes are not usable when RAPCON’s RADAR is not operational. In this case, aircrews can expect alternate departure instructions.

5.2.2.2. Use of Rocksprings Long-Range RADAR Feed.

5.2.2.2.1. In the event that the Laughlin RADAR fails, the RAPCON will use the Rocksprings Long-Range RADAR Feed. The RAPCON Watch Supervisor may request to stop departures until RADAR coverage has been established from the Rocksprings Long-Range RADAR Feed. Operations may be resumed after the RAPCON Watch Supervisor advises the Tower Watch Supervisor.

5.2.2.2.2. Aircrews should expect delays when using the Rocksprings Long-Range RADAR Feed due to the requirement to increase standard RADAR separation for both departures and arrivals.

5.2.2.2.3. If the RAPCON is unable to establish RADAR coverage from the Rocksprings Long-Range RADAR Feed, the non-RADAR procedures in this section will be followed.

5.2.2.3. Initial Transition from RADAR to Non-RADAR. The following actions will occur regardless of weather conditions:

5.2.2.3.1. RAPCON will instruct Tower to stop all departures. Tower will notify the SOF.

5.2.2.3.2. The SOF will ensure both RSUs stop all departures, excluding aircraft planning to remain in the RSU pattern.
5.2.2.3.3. RAPCON will broadcast the RADAR outage on all frequencies. All IFR flight plans for aircraft departing for, or arriving from, the MOAs will automatically be canceled. Aircraft will maintain VFR and follow the applicable procedures in paragraph 5.2.2. If unable to accept cancellation of IFR, immediately advise RAPCON.

5.2.2.3.4. All MOA operations will immediately transition to the RADAR-out boundaries and altitudes as described/depicted in the IFGs.

5.2.2.3.5. RAPCON will direct all T-38s/T-1s en-route to the RANCH areas to descend to 17,500’ MSL and maintain VFR. Advise controller if unable to maintain VFR.

5.2.2.3.6. Airborne departures en-route to destinations outside Laughlin AFB’s airspace will continue on their IFR departure route.

5.2.2.3.7. All arriving aircraft will proceed to the appropriate pattern entry point if weather conditions and flying status permit. If unable to maintain VFR, comply with controller instructions.

5.2.2.3.8. RAPCON will notify AMOPS of RADAR failure. AMOPS will issue appropriate NOTAMs.

5.2.2.4. After RAPCON and all airborne aircraft transition from RADAR to non-RADAR environment, departures may resume (after SOF/ATC coordination) according to the non-RADAR procedures contained in this instruction and depicted in the IFGs.

5.2.2.4.1. If a status of restricted patterns for T-6s or dual or better for T-38s/T-1s cannot be maintained, then flying may resume under a limited instrument operation where only one type aircraft will be flown, and all operations immediately revert to IMC non-RADAR operations. Weather ships are not authorized during this limited instrument operation unless that aircraft type is operating.

5.2.2.5. VMC Non-RADAR Operations

5.2.2.5.1. VFR Procedures to the MOAs and Wizard

5.2.2.5.1.1. Radio procedures remain the same, except Clearance Delivery will not “CLEAR” aircraft for coded departure procedures. Clearance Delivery will precede coded departure clearances with the phraseology “PROCEED WITH” (i.e., “BULLY 44 PROCEED WITH THE LAUGHLIN ONE DEPARTURE, TAEVR ROUTE”).

5.2.2.5.1.2. T-38s will fly only the TAEVR or LAEVR ROUTE at 17,500’ MSL.

5.2.2.5.1.3. T-6s will fly the QWAIR ROUTE at 13500’ MSL and GRANDE procedure at 12,500’ MSL.

5.2.2.5.1.4. Runway 13: WIZARD-VFR departure will be flown at 2100’ MSL.

5.2.2.5.1.5. Runway 31: WIZARD-VFR Transition will be flown at 5500’ MSL.

5.2.2.5.1.6. T-1s will fly the TAEVR or LAEVR ROUTE at 17,500’ MSL.
5.2.2.5.2. Departure Procedures for Aircraft Going Into Houston Center Airspace on an IFR Flight Plan

5.2.2.5.2.1. T-6s will file a normal flight plan. Clearance Delivery will issue detailed departure instructions unless the pilot has filed for one of the Departure Procedures.

5.2.2.5.2.2. T-38s/T-1s will file a normal flight plan requesting a SID.

5.2.2.5.3. VFR Arrival Procedures

5.2.2.5.3.1. T-6 aircraft fly the Rio One Procedure at 6500’ MSL or 14,500’ MSL.

5.2.2.5.3.2. T-38/T-1 aircraft may fly the BRIDGE or DEVILS Recoveries and proceed direct West Fork/Fort Clark once below 8500’ MSL. WEBOX and PRIER Recoveries proceed direct West Fork/Fort Clark once below 6500’ MSL. ZADOM procedure fly depicted ground track to West Fork/Fort Clark.

5.2.2.5.3.3. Requests for IFR approaches require SOF/RAPCON approval and will be allowed only on a traffic-permitting basis. When T-38s are in control of the outside runway RSU pattern, T-1s will recover to the center runway. Aircraft can expect one approach to a full-stop.

5.2.2.6. IMC Non-RADAR Operations

5.2.2.6.1. IFR Departure procedures

5.2.2.6.1.1. The only IFR published departure routes authorized under IFR non-RADAR conditions are the LAUGHLIN ONE and HINKO ONE Departures for both Runway 13 and 31. All other published departure routes require operational RADAR and are not authorized for IFR when the RADAR is out of service.

5.2.2.6.1.2. T-38s/T-1s/T-6s will file a normal flight plan requesting a SID. Clearance Delivery will issue detailed departure instructions.

5.2.2.6.2. IFR Arrival Procedures. All aircraft will recover through published arrival points for an instrument approach to the center runway and full-stop.

5.2.3. Laughlin VORTAC-Out Procedures. Procedures affecting locally-assigned aircraft only apply when the TACAN/DME portion is out of service.

5.2.3.1. RAPCON shall notify AMOPS and Houston Center if any part of the VORTAC fails. AMOPS shall issue the appropriate NOTAM and notify Del Rio International Airport.

5.2.3.2. MARSA Procedures in para. 4.2. shall still apply to locally-assigned aircraft conducting simultaneous same direction operations. Aircrews shall use GPS/DME to determine when passing the MARSA termination point.

5.2.3.3. Local Area and MOA Operations.

5.2.3.3.1. T-1 & T-6 Procedures

5.2.3.3.1.1. All T-1 & T-6 aircraft shall utilize GPS to substitute for all DME and ADF procedures. If equipment limitations prevent the effective use of GPS to
substitute for ground-based NAVAID failure(s) then advise ATC, alternate instructions shall be issued.

5.2.3.3.2. T-38 Procedures

5.2.3.3.2.1. If able to maintain VFR, recovery may be made via Fort Clark or West Fork. Recovery to the center runway shall be made via RADAR vectors to visual alignment or an instrument approach.

5.2.3.3.2.2. If unable to maintain VFR, recover via RADAR vectors to an instrument approach.

5.2.3.4. Off-station Operations

5.2.3.4.1. T-1, T-38, & T-6 Procedures

5.2.3.4.1.1. Depart runway heading and expect RADAR vectors to the filed departure fix (LAEKE, TAEELR, HINKO). Local departure crossing restrictions still apply. Example: Cleared to Laughlin AFB via runway heading, then RADAR vectors. Expect TAEELR ROUTE.

5.2.3.4.1.2. Expect recovery (from Houston Center) via clearance to LAEKE, TAEELR, WEBOX, or PRIER as defined by GPS, followed by direct Laughlin for RADAR vectors.

5.2.3.4.1.3. If able to maintain VFR, T-38 and T-1 recoveries may be made via Fort Clark or West Fork (Tower must control the outside runway for T-1s). Recovery to the center runway shall be made via RADAR vectors to visual alignment or an instrument approach. T-6s may request visual entry or RADAR vectors for the RIO-ONE Procedure.

5.2.3.4.1.4. If unable to maintain VFR, recover via RADAR vectors to an instrument approach. T-6s may request RADAR vectors for the GPS-Bravo if conditions permit.

5.2.3.5. RADAR failure during VORTAC-Out Procedures. If the RADAR fails while VORTAC-out procedures are in effect, all departures will stop until RADAR coverage has been established from the Rocksprings Long-Range RADAR Feed. Operations may be resumed after the RAPCON Watch Supervisor advises the Tower Watch Supervisor. If RAPCON is unable to establish RADAR from the long-range RADAR feed, airborne aircraft will maintain VFR and land at Laughlin AFB if able. If unable to maintain VFR, airborne aircraft will coordinate to recover through an RNAV (GPS) approach or coordinate to divert to an alternate airfield IAW normal procedures and land.

5.2.3.6. Lost Communications and VORTAC-Out Procedures

5.2.3.6.1. T-1 & T-6 Procedures

5.2.3.6.1.1. If able to maintain VFR: Aircraft will squawk 7600 and descend within the assigned area VFR to an appropriate VFR altitude. T-1s will then proceed direct to Laughlin AFB and accomplish a straight-in approach to the active center runway and land. T-6s will fly direct OTULE, remaining east of the Rio Grande, and then proceed inbound via the RIO ground track to the active inside runway and land.
5.2.3.6.1.2. If unable to maintain VFR: Squawk 7600. If capable, fly the GPS approach to the active center runway and land. If already established on an approach, continue the approach and land. If unable to land, divert. For missed approach, execute missed approach procedures. Upon reaching 5000’ MSL divert to an appropriate alternate IAW normal procedures and land. Aircrews unable to meet the above conditions will divert to an appropriate alternate and land. Comply with the IFG and/or the FIH as appropriate. Use extreme caution when transiting through or near local practice areas.

5.2.3.6.2. T-38 Procedures

5.2.3.6.2.1. If able to maintain VFR: Squawk 7600 and descend within the assigned area VFR to an appropriate VFR altitude below 9,000’ MSL and comply with the IFG Basic VMC Radio-out Procedure (BVRP). Proceed to West Fork/Fort Clark as appropriate and land.

5.2.3.6.2.2. If unable to maintain VFR: Squawk 7600. If already established on an approach, continue the approach and land. If unable to land, divert. For missed approach, execute missed approach procedures. Upon reaching 5000’ MSL divert to an appropriate alternate IAW normal procedures and land. Aircrews unable to meet the above conditions will divert to an appropriate alternate and land. Comply with the IFG and/or the FIH as appropriate. Use extreme caution when transiting through or near local practice areas.

5.2.4. Airfield Lighting Malfunctions

5.2.4.1. Tower will notify the SOF, RAPCON and AMOPS of any lighting malfunction. The SOF will notify the 47 OG/CC in the event the outage causes the system to be unusable. The 47 OG/CC will decide whether work on the lights will begin immediately or be delayed until aircraft have been recovered or diverted. The SOF will coordinate with AMOPS on system repairs. If applicable, AMOPS will publish a NOTAM for the lighting system outage.

5.2.4.2. 47 CES will operate the airfield lighting when the Control Tower is closed, evacuated, or equipment malfunction prohibits the Tower from operating the lights. All lighting will be turned on and set to the highest intensity or changed upon Tower’s request. The BMC contractor has a 30 minute response time Monday – Friday from 0730L – 1630L and a one hour response time outside of the previously stated window.

5.2.4.3. Runway Light Failure. In the event of partial runway lighting failure, AMOPS will review the Quick Reaction Checklist (QRC) and send appropriate NOTAMS as necessary. If the lighting is not useable per the QRC, the system must be turned off. Upon being told of partial runway lighting failure, the 47 OG/CC will determine if continued flying operations are warranted. If the 47 OG/CC determines that the affected runway is useable, AM will notify the 47 CES Operations Flight to delay work until further advised.

5.2.5. Back-Up Generator Operation

5.2.5.1. The 47 OG/CC has determined commercial or base power to be reliable. The AOF Complex has reliable auto-start capability for backup generators and an
uninterruptible LAUGHLIN AFBI 13-204 13 JUL 2016  61 power source (UPS). power source (UPS).

5.2.5.2. Actual or anticipated power outages necessitating the use of backup generators: When the RAPCON is open the RAPCON WS is responsible for generator operations for Bldg. 308/309. The RSU monitor will be responsible for initiating generator start-up and operating procedures. Annual training on generator procedures will be conducted for ATC personnel and RSU monitors by the 47 CES Operations Flight.

5.3. Sightings of Suspicious Aircraft or Activity. When requested by law enforcement officials (i.e. Western Air Defense Sector, DEA, FBI, ICE), dual aircrews will, time permitting, relay sightings of suspicious aircraft or activity to RAPCON/Tower. Dual aircrews may be asked by the SOF to determine if an aircraft has landed in the general area. Comply with this request provided it does not interfere with the training mission and does not require deviation from the assigned area, departure, or arrival.

5.4. Quiet/Sterile Periods. Various events on base, during operating hours, may require a reduction of noise on the base. This section addresses the three most common events. Unusual circumstances must be handled as appropriate. The SOF may customize the procedures to cater to the specific circumstance. Make requests through Wing Programming (47 OSS/OSOS). Quiet/Sterile Periods will be posted on the weekly flying schedule. AMOPS will issue a local NOTAM and post a message on the Airfield Status Page advising aircraft about quiet hours one day prior to the quiet period. A Retreat Flyby is considered a special case and need not utilize the procedures in paragraphs 5.4.2 and 5.4.3.

5.4.1. Flyby Procedures.

5.4.1.1. Aircraft Holding, Inbound, and Recovery procedures. The T-1 will depart on the HJORN Climbout and will be vectored to the holding fix, DLF 143/025, at 5000’ MSL to establish the holding pattern. The T-6 will depart on the QWAIL Departure and be vectored to DLF 143/025, at 5000’ MSL where it will join the T-1 in holding. The T-38 will depart on the HJORN Climbout and be vectored to BURR Area 2 Low to burn gas followed by vectors to DLF 143/025 at 4000’ MSL where it will join the T-1 and T-6 in holding.

5.4.1.1.1. Holding will be done between DLF 143/025 to DLF 143/035 with 10 DME legs, left hand turns at 5/4000’ MSL below SKI areas 1 and 6.

5.4.1.1.2. Retreat Flyby will be conducted on 284.9 (unless otherwise necessary and coordinated with SOF). RAPCON will remain in contact with flyby aircraft on 284.9 until a frequency change is requested.

5.4.1.1.3. The formation will cancel IFR, depart the holding fix, and begin a descent to 2100’ MSL while tracking inbound to the following timing points: DLF 142/019, DLF 141/016, DLF 138/012, and the DLF 134/008. At DLF 134/008, the formation will make a left turn and begin maneuvering to align with Liberty Drive and the base flag pole. Time on target (base flag pole) will be 17:00:00L.

5.4.1.1.4. Upon completion of the flyby, the formation will make a climbing left turn to 3000’ MSL on a heading of 280, direct to ZOBUS for VFR split up and recovery.
5.4.1.1.5. The T-6 will remain at/descend to 2500’ MSL on heading 280, contact Tower, and land on the inside runway. The T-1 will remain at 3000’ MSL heading 280 and contact RAPCON on Ch 15. The T-38 will climb to 4000’ MSL heading 280 and contact RAPCON on Ch 15.

5.4.1.1.6. Depending upon current airfield status, RAPCON will recover the T-1 and T-38, as requested and/or as traffic conditions permit. Aircraft are to remain VFR until given an IFR clearance or alternative instruction.

5.4.1.2. Additional Procedures.

5.4.1.2.1. There will be no departures from the inside runway from 1645L until 1705L.

5.4.1.2.2. All aircraft in Honcho’s pattern must either be on the ground or departing NLT 1640L.

5.4.1.2.3. AMOPS will publish a local NOTAM one day prior to this event: RETREAT FLY-BY PROCEDURES IN EFFECT (TOT -45 MIN UNTIL TOT +5).

Table 5.1. Retreat Flyby Procedures.

<table>
<thead>
<tr>
<th>TOT - 45 Minutes</th>
<th>Airborne aircraft will be notified by the appropriate controlling agency of the TOT. These announcements will continue at 10 minute intervals.</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOT – 35 Minutes</td>
<td>All aircrews in the HONCHO pattern plan to full-stop or depart the pattern prior to TOT - 30. RSU pattern entries are discontinued until TOT + 5 when operations resume on Rwy 13R/31L.</td>
</tr>
<tr>
<td>TOT – 20 Minutes</td>
<td>HONCHO will direct full-stop landings, if required, to ensure all aircraft have landed or departed. Aircraft in the pattern should be on the ground or departing.</td>
</tr>
<tr>
<td>TOT – 15 Minutes</td>
<td>13R/31L operations suspended for the remainder of the Fly-by Period.</td>
</tr>
<tr>
<td>TOT – 5 Minutes</td>
<td><strong>Runway 31 Operations Only</strong>: Qwail Departures from Rwy 31C cease.</td>
</tr>
<tr>
<td>TOT + 5 Minutes</td>
<td>Operations resume on Rwy 13R/31L.</td>
</tr>
</tbody>
</table>
5.4.2. Sterile Periods. There will be no locally assigned airborne aircraft within 15 DME of Laughlin AFB other than the aircraft involved with the event during the sterile period. If an emergency aircraft needs to land during the sterile period, the SOF will consider canceling or delaying the aircraft part in the event.

5.4.2.1. Sterile Periods often occur in conjunction with, but are not to be confused with Quiet Periods.

5.4.2.2. AMOPS will issue a NOTAM and post a message on the Airfield Status Page LAUGHLIN AFB 13-204 13 JUL 201663 advising aircraft about Sterile Periods one day prior to the event. The NOTAM will refer to the event as a “QUIET PERIOD” or “QUIET/STERILE PERIOD” as appropriate.

5.4.3. Quiet Periods. Quiet Period Start Time (QPST) is 5 minutes prior to the event/TOT, and normally lasts for 30 minutes.

5.4.3.1. If no fly-by us planned, aircraft are not required to remain outside 15 DME before or during the Quiet Period.

5.4.3.1.1. During the quiet period, no aircraft will be allowed to start, taxi, takeoff, or fly an overhead pattern. Tower will advise maintenance of the quiet period. When clear of the runway, aircraft will proceed to the hammerhead of 13/31 and hold until the quiet period is over, or shutdown and coordinate for a tug. Towing of aircraft is permitted.

5.4.4. Noise Abatement

5.4.4.1. Flying over Del Rio below 3000’ MSL is prohibited (except T-6s flying the RADAR entry ground track from Rio to RWY 13R and recovery from DRT into VFR entry).

5.4.4.2. Aircraft will not over fly base housing below 2100’ MSL (1000’ AGL). EXCEPTION- This restriction does not apply during the closed pull-up or while accomplishing the circling portion of the GPS-B approach.

5.4.5. AETC Quiet Hours Policy. AETC Quiet Hours Policy has been established between 2200 and 0600 local time. No unsuppressed engine runs will be conducted during this period. Aircraft will not be allowed to takeoff, touch-and-go, or low approach during this period unless local night flying is scheduled, and then only during the hours of the scheduled night flying period. The senior maintenance representative on duty will approve engine runs. All other deviations require 47 FTW/CC approval.

5.4.6. Ceremonial Periods. Ceremonial periods are established to allow for a greater freedom of operations while providing some degree of quiet for smaller base ceremonies, such as those that occur at Heritage Park.

5.4.6.1. The following are prohibited during a ceremonial period: overhead patterns or closed patterns, touch and goes to any runway, multiple approaches/departures from any runway, and high-powered engine runs for maintenance purposes.

5.4.6.2. The following are specifically permitted during the ceremonial period: straight-in approaches to any runway including RWYs 13R/31L via the RIO-ONE procedure, taxi
back to chocks, engine start and taxi out. T-1s taxiing back to chocks will shut down ramp side engines at the discretion of the aircraft commander.

5.4.6.3. Make all requests for ceremonial periods through 47 OSS/OSOS NLT the Wednesday prior to the week of the requested event. OSOS may schedule up to 15 minutes of ceremonial period time and place it on the weekly schedule.

5.5. **Opposite Direction Operations.**

5.5.1. Opposite direction traffic at Laughlin AFB is not permitted during SUPT operations without SOF approval unless the situation is time critical and safety of flight related.

5.5.2. If opposite direction traffic is approved by the SOF: No opposite direction departures will be approved when an arrival is within 20 NM of the active runway.

5.5.3. No opposite direction arrivals will be permitted within 20 NM of the active runway when an aircraft has been cleared for takeoff or there is another arrival within 20 NM of the runway in use.

5.5.4. Touch-and-gos are not permitted on a runway where the approach-end barrier still has the energy absorbers connected IAW AFI 32-1043. Low approaches are restricted to at or above 500’ AGL.

5.6. **Helicopter Procedures.**

5.6.1. Arrival (Local Flying in Progress). Helicopters filed into Laughlin AFB VFR when local flying is in progress are normally vectored to the DLF 173/5 and released to Tower at or below 1600’ MSL to stay below the local traffic patterns. Tower instructs the helicopter to make a straight-in approach to the Tower and to break off the approach to land at a designated location. Tower will notify the RSU(s) when the helicopter is 5 NM out; the RSU will announce applicable information to aircraft in their pattern and make pattern adjustments to restrict aircraft operations to at or above 2100’ MSL until notified by Tower to resume normal operations.

5.6.2. Arrival (No Local Flying in Progress). Helicopters filed into Laughlin VFR when no local flying is in progress are normally vectored direct to Laughlin and advised to change to Tower frequency prior to entering the VFR Practice Area. Tower will issue landing instructions and provide taxi instructions to the parking ramp.

5.6.3. Departures. Tower instructs helicopters leaving VFR to depart southbound, maintain at or below 1600’ MSL until 5 NM from DLF, and to contact RAPCON. Tower coordinates the departure route with the RSU(s) before the helicopter’s departure. Tower will contact RSU(s) approximately 5 minutes prior to helicopter departure and restrict RSU operations to at or above 2100’ MSL before clearing the helicopter for takeoff. After the helicopter departs Tower will notify the RSUs when it is 5 NM from the field.

5.6.4. CH-53 and larger helicopters will be treated as fixed-wing aircraft and will not be permitted to air taxi. Departure and Arrival of these types will be on a runway.

5.7. **Air Ambulance Flights.**

5.7.1. Priority aircraft (LIFEGUARD and MEDEVAC/Airlife/AirMed/AirCare on request) en-route to/from Laughlin AFB, Del Rio International, Val Verde Hospital helicopter pad, etc. occasionally require transition through Laughlin AFB’s Class C airspace and practice
area. This may occur with little or no warning. These aircraft have priority over all aircraft except emergencies.

5.7.2. When possible, RAPCON will notify the Tower of inbound ETA of Air Ambulance traffic when it is approximately 20 NM out or as soon as possible after initial contact. Tower will then notify the RSU.

5.7.3. Tower will instruct the RSU(s) to, Implement Airlife Procedures, advise when pattern is raised. RSU(s) shall raise the pattern immediately and when necessary advise Tower of any delay.

5.7.4. Airlife/AirMed/AirCare Procedures. The affected RSU will direct all aircraft to climb to/maintain pattern altitude and carry straight through initial prior to the ETA to allow the priority aircraft to transition their airspace. When all pattern aircraft are established at or above 2100’ MSL, the affected RSU(s) will advise Tower that the pattern is raised. Tower will then approve the priority aircraft to cross the Class C airspace at or below 1600’ MSL. All pattern aircraft must remain at or above 2100’ MSL until termination of Airlife/AirMed/AirCare procedures. In the event an RSU controlled aircraft needs to land while Airlife/AirMed/AirCare procedures are in effect, the RSU will coordinate with Tower. Tower will then provide traffic deconfliction between the dissimilar aircraft.

5.7.5. When deemed by the tower Watch Supervisor that the priority aircraft is no longer a conflict to the RSU pattern, Tower will notify the RSU(s) to, Terminate AIRLIFE/AIRMED procedures.

5.7.6. Laughlin Arrivals/Departures

5.7.6.1. Air Ambulance Priority Ground Request Notification. Tower/RAPCON will notify AMOPS as soon as possible of the ETA and any special ground handling requests made by Air Ambulance crewmembers. AMOPS will pass this information on to the appropriate agencies for action.

5.7.6.2. When the aircraft notifies Tower it is ready for departure, Tower will inform RAPCON and RSU(s) and implement AIRLIFE Procedures.

5.8. VOR A and VOR/DME B at Del Rio International.

5.8.1. The VOR A and VOR/DME B approaches into Del Rio International Airport require special handling, as they conflict with the T-6 RSU patterns. VOR approaches will be given as a last option. A civilian aircraft requesting these approaches will be offered an alternate approach or the visual if the weather is at or above 2000’ AGL at DRT.

5.8.2. Coordination. RAPCON will provide the Control Tower and the T-6 RSUs with initial notification of the aircraft as soon as possible and include the aircraft’s ETA over the VORTAC. Early notification is critical to ensure time for RSU procedures to be executed for continued safe operations.

5.8.3. Control Actions. RAPCON will deconflict VOR/DME with T-6 traffic.

5.8.3.1. RSU Actions for the VORA. The T-6 RSUs empty their patterns; all aircraft must depart the pattern or full stop. Notify RAPCON when complete.

5.8.3.2. RSU Actions for the VOR/DMEB. The T-6 RSU will change the status to Restricted Patterns and land all solos in the pattern.
5.8.4. Conflicts. If conflicts in the RSU patterns cannot be resolved by the ETA, the T-6 RSUs will advise RAPCON of this and provide RAPCON with an expected time for these conflicts to be resolved. RAPCON will not allow the aircraft on the approach to depart the VOR inbound until the RSU conflicts are resolved.

5.9. Transient Aircraft Procedures.

5.9.1. Transient Aircraft should land/depart on runway 13C/31C.

5.9.1.1. Resume normal operations after landing of the transient aircraft. Only restricted low approaches at 500’ AGL will be allowed while the aircraft is taxying off/on the runway.

5.9.1.1.1. RAPCON will notify Honcho and Lariat when a heavy aircraft is approaching 10 miles on final. Honcho and Lariat will issue wake turbulence advisories to aircraft in their respective patterns.

5.9.1.1.2. Tower will advise the RSU when the aircraft begins to taxi or is on a 4 mile final if that transient aircraft will cross an RSU controlled runway.

5.9.2. When local flying is in progress, transient aircraft will be permitted only one approach to a full-stop unless the SOF, Tower Watch Supervisor, and RAPCON Watch Supervisor have granted approval for multiple approaches. Tower will control the transient aircraft landing.

5.9.3. IAW AETCI 11-204, only home-station aircraft may fly in the RSU pattern. Transient aircraft must be controlled by the Tower. Within the Tower/RADAR patterns, local operations will receive priority over transient aircraft conducting multiple approaches unless pre-coordination with the 47 OG/CC requires otherwise.

5.9.4. Transient aircraft movements may be restricted due to ramp/runway weight bearing capacity and/or wingspan. In most cases, transient aircraft will utilize RWY 13C/31C and Taxiways Alpha, Foxtrot, and Golf.

5.9.5. RAPCON will advise Tower of inbound/outbound transient aircraft. Tower will advise AMOPS. AMOPS will relay taxi route based on aircraft weight. When requested, RAPCON will relay landing weight to AM so that they may determine the appropriate routes.

5.9.5.1. Drag Chutes. Tower will inform AMOPS of aircraft with drag chutes when the aircraft is 10 flying miles from Laughlin AFB. AMOPS will then inform Transient Alert who will hold short of the runway until authorized to proceed on and retrieve the chute. Operations will be suspended until AMOPS completes a FOD sweep on only the effected runway(s).

5.9.5.2. There are no published drag chute areas on the airfield.

5.9.6. The only IFR published departure routes authorized for transient departures are the LAUGHLIN ONE, expect RADAR vectors to next point, and the HINKO ONE Departures for both RWY 13C/31C. All other published departure routes are for 47 FTW aircraft only.

5.10. RSU Center Runway Operations.

5.10.1. RSU Control of Center Runway
5.10.1.1. When it is necessary for either RSU to assume control of the center runway due to runway closure, emergencies, and so forth, RSU personnel will advise Tower that they need the runway and Tower will then coordinate with RAPCON. All aircraft outside of 10 DME will be held or sent to RSU pattern entry points. All aircraft inside 10 DME will complete their approaches. When center runway environment is sterile, Tower will relinquish control.

5.10.1.2. If the RSU has an emergency aircraft that must land immediately, the RSU will coordinate with Tower for landing clearance and traffic information. Aircraft inside 10 DME will be instructed to break out.

5.10.1.3. After receiving control of the center runway, the T-6 RSU controller will give Tower control of the inside runway to ensure emergency vehicles have free access to the runway. Tower will use the runway for ground traffic only. Tower will not launch or recover aircraft on the runway.

5.10.1.4. In the event of an emergency/transient aircraft recovering to Laughlin AFB, Tower will coordinate with Honcho to resume control of the runway to land the emergency/transient on the center runway. Honcho will retain control of the inside pattern until the runway can be returned from Tower. If the emergency aircraft disables the center runway, refer to Single Runway Operations.

5.11. Runway Change Procedures.

5.11.1. A tailwind component of five knots or greater normally requires a runway change. The SOF will determine the Runway Change Time (RCT). If practical, the RCT should factor in RSU change times and allow at least 30 minutes to enable barrier crews to be in place to reconfigure the barriers.

5.11.2. Spofford (Wizard) Procedures. The SOF will advise RAPCON and Fire Emergency Services Flight of expected Spofford RCT. The pattern will close at RCT -15 to allow the crew to move to the other RSU. The RSU crew will advise RAPCON when they close for runway change and when they reopen. Except for emergencies, RAPCON will not clear aircraft to Wizard while it is closed. Laughlin AFB and Spofford will utilize the same runway headings.
Table 5.2. Runway Change Sequence of Events.

<table>
<thead>
<tr>
<th>Time</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOF requests runway change</td>
<td>Once the SOF advises the Tower Watch Supervisor of the RCT, Tower will be the coordinating agency. Tower will notify RAPCON, AMOPS and Fire Emergency Services Flight of the RCT. AMOPS will notify CE Customer service that Barrier Maintenance needs to be in place NLT RCT-20. The SOF notifies the existing RSU crews, squadron Sups, and 47 OG/CC of the RCT. The Tower and RAPCON will broadcast the RCT on all frequencies (including an initial call on guard by RAPCON) at 5 minute intervals. New RSU crews will depart to ensure they are in place NLT RCT-5. Advise the SOF when ready to assume pattern responsibilities. If new RSU crew is not available then coordinate for Tower to take the pattern while current crew relocates. Tower gives time back to the RSUs.</td>
</tr>
<tr>
<td>RCT-30</td>
<td>The Tower and RAPCON will broadcast the RCT on all frequencies, including an initial call on guard by RAPCON, at 5-minute intervals.</td>
</tr>
<tr>
<td>RCT-25</td>
<td>Confirm Barrier Maintenance has been notified and will be in place by RCT-20</td>
</tr>
<tr>
<td>RCT-20</td>
<td>Allow Barrier Maintenance and AMOPS runway access to reconfigure barriers. Operations are suspended until AMOPS “resumes” operations.</td>
</tr>
<tr>
<td>RCT-15</td>
<td>Stop all aircraft from taxiing for departure. Hold aircraft in the area until RCT.</td>
</tr>
<tr>
<td>RCT-5</td>
<td>Taxiing to the new runway will begin at Tower’s discretion, when no conflicts will occur. Tower confirms new RSU crews are in place. (If the RSU crew will not be in place for the new runway at RCT, Tower will know they have to take control of the runway at RCT). Aircraft inside 10 DME will continue to a restricted low approach (500’ AGL) to the center runway. Aircraft outside 10 DME will be vectored to the new runway. Aircraft at entry points will hold at entry point until RCT. T-6 aircraft do not depart OTULE for the new runway until RCT. Lariat will coordinate with Tower for aircraft requiring full-stop. Lariat will coordinate with Tower for aircraft requiring full-stop.</td>
</tr>
<tr>
<td>RCT-2</td>
<td>Tower/RSUs direct all pattern traffic to fly straight through initial (no closed patterns). Aircraft that have initiated the break will continue their pattern. Takeoffs are discontinued. RAPCON will vector T-38s/T-1s for a straight-in to the new landing runway. Tower retains control of the center runway</td>
</tr>
</tbody>
</table>
RCT

Tower informs AMOPS, RSUs and RAPCON, Runway 13/31 now in use. Barriers reconfigured
The new RSUs and Tower directs all pattern aircraft to climb to the breakout altitude and exit in sequence as depicted in the applicable IFG.
Tower/RSUs broadcast landing instructions for the new runway change


5.12.1. The objective is to safely and expeditiously recover aircraft unable to fly through a normal runway change. RSU crews will notify the SOF if aircraft are unable to handle current landing conditions. The SOF (when on duty), in coordination with the Tower Watch Supervisor, will determine the active runway. The SOF will direct Emergency Runway Change Procedures. The RAPCON will determine the last aircraft for the current runway after coordination with the Tower Watch Supervisor and SOF. The wing flying status reverts to Standby.

5.12.2. Launches will stop and aircraft outside 10 DME will be directed to the new runway. Aircraft inside 10 DME will continue on approach. When traffic conditions permit approaches and departures will resume to new runway (this is the RCT).

5.12.3. The Tower/RSUs will direct all aircraft to climb to the breakout altitude and exit in sequence as depicted in the applicable IFG. Tower/RSUs will broadcast landing instructions for the new runway. Aircraft will either full-stop or carry straight through initial. Honcho and Lariat will continue to control traffic from the departure end RSU until the new RSU crew is in place and ready to assume control from the approach end RSU.

5.12.4. Restricted Patterns. Aircrews can expect the following directions from Lariat/Tower: “ALL AIRCRAFT WITH SUFFICIENT FUEL, FLY STRAIGHT THROUGH INITIAL AND DEPART. ALL OTHER AIRCRAFT ON THE TURN FROM 90 TO INITIAL OR 45 TO INITIAL, PROCEED DIRECT TO INSIDE DOWNWIND AND CONFIGURE FOR A FULLSTOP LANDING TO THE NEW INSIDE CENTER RUNWAY”. Aircraft entering Lariat’s pattern from the center runway will be sequenced into the closed pattern via a low closed. T-1 aircraft will not enter the Tower pattern until the emergency runway change is complete.

5.12.5. AM will contact CE Customer Service/EMCS for a barrier change. The contractual response times do not change; however, barrier maintenance will respond as soon as possible.

5.12.6. Any landings into an armed approach-end barrier will require the SOF to contact the 47 OG/CC for approval or if decided by the Pilot in Command.

5.13. Suspended/Closed Runway Operations. AMOPS, Tower, SOF, or RSUs will suspend runway operations when any unsafe condition affects runway operations. Only AMOPS has the authority to close a runway IAW AFI 13-204V3.

5.13.1. When the flying status is Instruments, Tower controls all runways and will direct landing information to aircraft. During runway closures, consideration should be given to closing the airfield to transient aircraft and/or diverting inbound aircraft.
5.13.2. It is essential that a radio call on Guard is made to ensure all aircraft are aware of the situation. Tower will notify AMOPS if the Tower, SOF, or RSUs suspend runway operations. If AMOPS suspends runway operations they will notify the Tower. AMOPS will perform a FOD check and will advise Tower when normal operations are resumed. Runway operations will not be resumed unless approved by AMOPS. The SOF will ensure that both affected RSUs are aware of the suspension. RAPCON will broadcast the suspended runway operations call on Guard frequency and will include whether an alternate is required (i.e. “RWY 13C ops are suspended. Negative alternate” or “RWY 13C ops suspended, T-38 alternate Kelly.”)

5.13.3. If only one runway remains open (or one useable runway for T-38s), all aircraft shall land with sufficient fuel to divert to the designated alternate.

5.13.4. Single Runway Operations.

5.13.4.1. Initial Response.

5.13.4.1.1. The SOF/ATC will coordinate to decide if all airframes will go Stop Launch.

5.13.4.1.2. SOF/ATC will decide if all landings are full stop only.

5.13.4.1.3. SOF will ensure that all aircraft are notified that single runway operations are in effect.

5.13.4.2. Inside runway open. T-6s recover via normal procedures to a full-stop. T-1s will coordinate to land on the inside runway, TOLD permitting, or divert. T-38s divert to a suitable alternate. If necessary, T-38s may have to consider landing on the inside runway or diverting to Wizard (two T-38s maximum at Wizard).

5.13.4.3. Outside or Center Runway Open. All aircrews monitor Tower’s frequency, report fuel state on initial, and fly straight through initial in their respective patterns unless cleared to break. Aircraft will break in the normal direction of their respective pattern. After clearance to break adjust the final turn to land on the open runway. The Tower controller controls all aircraft, except student solos, and ensures that only one type aircraft is cleared to land at a time.

5.13.4.4. Once the VFR patterns have been cleared, Tower will remain in control of all runways. After initial recovery of airborne aircraft, the 47 OG/CC may decide to resume limited operations. All aircraft will land with divert fuel.

5.13.5. Dual Runway Ops - Outside runway closed

5.13.5.1. Initial Response.

5.13.5.1.1. SOF/ATC will coordinate if all airframes will go Stop Launch. The SOF will at a minimum designate an alternate for T-38s.

5.13.5.1.2. Lariat will instruct aircraft in the pattern to fly straight through initial. If no solo students are airborne, Lariat will relinquish control of the outside pattern to Tower. If solo students are airborne, Lariat will maintain control of the pattern and coordinate with Tower for control of the center runway. Pattern aircraft will not be cleared for a straight-in on RWY 13C/31C until all aircraft inside 10 DME for the center have been sequenced.
5.13.5.1.3. The SOF will coordinate with Lariat/T-38 Sup to determine if any/all T-38 solos should be recalled to the pattern. The SOF will also coordinate with Lariat to determine the number of aircraft in the pattern that need priority to land on RWY 13C/31C based on fuel states below the designated alternate. This information will be passed to the Tower Watch Supervisor to coordinate with RAPCON to determine the ability of aircraft in the Radar pattern to hold and allow for T-38 recoveries from the outside pattern. Aircraft with fuel states higher than alternate fuel will not be given priority.

5.13.5.1.4. Due to insufficient spacing between runways, base turns may not be flown to the center runway from the outside pattern if the overhead to the inside runway is active. If the T-6 pattern is active, T-6s will recover via straight-in full stop or depart the pattern.

5.13.6. Continued Operations

5.13.6.1. T-38s assume single runway operations.

5.13.6.1.1. T-38s and T-6s will coordinate for windows in which to conduct overhead pattern operations on their respective runways. If T-38 status is Restricted Patterns or better, T-1s will also schedule separate flying periods from the T-38s.

5.13.7. Dual Runway Ops – Center Runway Closure.

5.13.7.1. Initial Response.

5.13.7.1.1. SOF/ATC will coordinate if all airframes will go Stop Launch.

5.13.7.1.2. If above sidestep minimums, aircraft on final for the center runway will sidestep to the appropriate runway. If traffic doesn’t permit the sidestep, aircraft on the center will low approach and either request closed to appropriate runway or execute the standard climbout to RADAR.

5.13.7.1.3. Lariat will clear their pattern and relinquish control of the outside runway to the Tower. T-38 solos will be recalled to a full-stop.

5.13.7.1.4. If weather conditions do not support pattern operations, aircraft will recover via approach the center and sidestep to the appropriate runway. If weather is below sidestep minimums, then aircraft will divert.

5.13.7.2. Continued Operations.

5.13.7.2.1. T-6s will not fly approaches to the center runway. If the situation dictates, T-38s/T-1s may fly restricted low approaches.

5.13.7.2.2. T-6s/T-1s normal minimum fuels apply. T-38s will land with divert fuel.

5.13.7.2.3. T-1s and T-38s will arrange for separate flying periods to facilitate RSU control for the T-38 pattern and solos.

5.13.8. Dual Runway Ops – Inside Runway Closure

5.13.8.1. Initial Response

5.13.8.1.1. SOF/ATC will coordinate if all airframes will go Stop Launch.
5.13.8.1.2. Honcho will instruct aircraft in the pattern to fly straight through initial. If the runway closure is expected to last approximately 20 minutes or less, Honcho will retain control of the pattern and give Tower access to the runway surface. If the runway closure is expected to last longer than 20 minutes, Honcho will coordinate with Tower to take control of the center runway in order to land solo students in sequence under RSU control. After all T-6 solos have landed, Honcho may coordinate for Tower to take control of aircraft in their pattern. Pattern aircraft will not land on 13C/31C until all aircraft inside 10 DME for the center runway have been sequenced. Honcho will advise RAPCON to stop arrivals prior to pattern saturation.

5.13.8.1.3. The SOF will coordinate with Honcho/T-6 Sup to determine if any/all T-6 solos should be recalled to the pattern. Solo aircraft will remain in Honcho’s pattern to land on the center runway under RSU control. All solo students will fly one overhead to a full stop.

5.13.8.1.4. T-6 takeoffs on the center runway when the inside runway is closed will be VFR and comply with MARSA procedures in para 4.2.1. If the LAUGHLIN ONE departure is desired, crews will make that request with their number one call.

5.13.8.1.5. Continued Operations

5.13.8.1.6. T-6s will continue operations on the center runway. The SOF will coordinate with the T-6/T-38 Sup to determine whether to operate under Tower or Honcho control. In the event of a transient aircraft arrival, refer to paragraph 5.9.

5.13.8.1.7. If the T-38 VFR pattern is open, the outside runway can continue to operate under normal Tower/Lariat schedules. If Lariat controls the outside while Honcho is controlling the center, traffic will be sequenced IAW paragraph 5.13.7. If Lariat controls the outside while Tower is controlling the center, Lariat will operate normally.

5.13.8.2. Extended Inside Runway Closure

5.13.8.2.1. When all T-6 solo aircraft have landed, transfer control of the center runway to Tower.

5.13.8.2.2. Tower or Lariat will control 13L/31R under normal control schedules.

5.13.8.2.3. T-6 aircraft under Tower control will plan to fly one pattern to a full stop.

5.13.8.2.4. T-38s/T-1s departing from the center runway will operate normally. T-6s departing from the center runway will depart VFR and comply with MARSA procedures in paragraph 4.2.1. unless prior coordination with Tower has taken place to depart IFR on the LAUGHLIN ONE departure or the QWAIL ROUTE.

5.13.8.2.5. If Honcho controls runway 13C/31C:

5.13.8.2.5.1. Runway 31C. T-6s will land past a simulated threshold abeam Taxiway Foxtrot when landing on RWY 31C to comply with AETCI 11-204 RSU locations.

5.13.8.2.5.2. In the event of an emergency/transient aircraft recovering to Laughlin AFB, Tower will coordinate with Honcho to resume control of the runway to land the emergency/transient on the center runway. Honcho will retain
control of the inside pattern until the runway can be returned from Tower. If the emergency aircraft disables the center runway, refer to Single Runway Operations in this instruction. T-6s will carry straight through initial when Tower controlled aircraft are inside 10 mile final until clear of the runway.

5.13.8.2.5.3. Instrument approaches will not normally be authorized.

5.13.8.2.5.4. All aircraft landing on the outside runway will contact Ground when clear of the outside and needing to cross the center. Ground will inform crews which agency to contact for crossing clearance. All crews will transmit a holding short call with location and will call when clear of the runway when crossing is complete.


5.14.1. The Tower will activate the Primary Crash network (Figure 5.4.) when:

5.14.1.1. There is an aircraft mishap, inflight or ground emergency (including Wizard).

5.14.1.2. There is a barrier engagement/request.

5.14.1.3. There is a bomb threat to aircraft or hangars.

5.14.1.4. There is a suspected or actual aircraft hijacking.

5.14.1.5. A disaster occurs.

5.14.1.6. Receiving information of NBC attack.

5.14.1.7. Deemed necessary in the interest of safety, security, and resource protection.

NOTE: When directed to do so, Tower will activate the Primary Crash network to support base exercises. All calls will be prefaced with “Exercise, Exercise, Exercise” and will end with “Exercise, Exercise, Exercise, out”.

5.14.1.8. To pass updated information on a previously declared emergency. (i.e., the original plan was to taxi clear of the runway and subsequent reports/plans indicate a plan to stop on the runway).

5.14.1.9. There is an unauthorized landing at Laughlin AFB or Wizard.

5.14.2. AMOPS activates the Secondary Crash network when:

5.14.2.1. Required to relay information verbatim from Primary Crash Phone Activation

5.14.2.2. Inflight/Ground Emergencies received from other than PCAS sources.

5.14.2.3. FPCON level changes

5.14.2.4. Disaster Response Force (DRF) activations/recalls.

5.14.2.5. EOC activated or recalls

5.14.2.6. Notified of bomb threats or terrorist activities

5.14.2.7. Necessary to relay information critical to aircraft and airfield operations

5.14.3. The Tower will perform the daily Primary Crash Phone check before the field opens. AMOPS will perform a daily check of the Secondary Crash Net between 0730L and 0830L.
On weekends and night flying, the check will be done before airfield opening. AMOPS will test the backup Secondary Crash System quarterly.

5.14.4. After normal duty hours, the FSO is notified by Command Post.

### Table 5.3. Crash Network.

<table>
<thead>
<tr>
<th>Primary</th>
<th>Secondary</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOWER</td>
<td>AMOPS</td>
</tr>
<tr>
<td>Flight Surgeon</td>
<td>X</td>
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<td>AMOPS</td>
<td>X</td>
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<tr>
<td>Fire Emergency Services Flight</td>
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<td>47 CES/Emergency Management</td>
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<tr>
<td>Weather</td>
<td>X</td>
</tr>
<tr>
<td>MOCC</td>
<td>X</td>
</tr>
<tr>
<td>CE readiness</td>
<td>X</td>
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</tbody>
</table>

**5.15. Emergency Aircraft/Response Procedures.**

5.15.1. Pilots who experience an emergency will notify the controlling agency and the SOF time permitting. If the SOF learns of an emergency on his/her frequency or through some means other than the Single Frequency Approach (SFA) discrete frequency, the SOF will notify Tower and RAPCON Watch Supervisors with available information. The controlling agency (RAPCON/TOWER/RSU) should request the PIC to use the emergency SFA discrete frequency to minimize channel changes and enhance communications. The SFA discrete frequency is an ATC frequency used to issue ATC clearances and control instructions. Command and control (SOF, Squadron Sups, etc.) may monitor this frequency to maintain situational awareness. Command and control shall obtain permission from ATC prior to transmitting on the SFA discrete frequency to communicate with distressed aircraft. Aircrews will remain on this frequency until the aircraft has landed with the Tower and frequency change approved.

5.15.2. Incident Commander Responsibilities. The Incident Commander will adhere to the guidance set forth in LAFB CEMP 10-2, Comprehensive Emergency Management Plan, and AFI 91-204, Safety Investigations and Reports, paragraph 2.8.

5.15.3. SOF and Control Agency Responsibilities. The controlling agency (RSU, RAPCON) that receives an emergency call from a pilot relays the information to the Tower. The Tower will advise the SOF and the SOF will notify the RSUs as appropriate.

5.15.4. RAPCON will notify the Tower of aircraft observed squawking 7700 or 7600. Tower activates the Primary Crash Net for all emergencies (Figure 5.4) and will notify the appropriate RSU and the center monitor of emergency aircraft inbound to the center runway. AMOPS will activate the Secondary Crash Net (Figure 5.4.) on all emergencies. Tower will advise the Fire Department on scene commander, AMOPs, and TA via broadcasts on CRASH & RAMP NETs when the emergency aircraft is next to land. Then Tower will notify AMOPS if a runway check is required and if runway operations are suspended.
5.15.4.1. In the event of an accident or emergency at Wizard, the controller will relay the information to the SOF by telephone or direct any local airborne aircraft to relay the pertinent information to the SOF.

5.15.4.2. The RSU controller may act independently of the SOF and take the necessary action to help and advise emergency aircraft when time is critical. In such cases, the RSU controller will tell the SOF of the action as soon as possible.

5.15.5. RSU/Tower/RAPCON Procedures. Emergency landings may be made on any runway. Normally, T-6 aircraft land on the inside runway and T-38/T-1 aircraft land on the center runway to allow for accessibility of fire-fighting equipment. Emergency aircraft (not established in an RSU pattern) landing on the center runway are normally controlled by Tower. The appropriate RSU controller/center monitor will monitor the appropriate frequency. This will enable the Lariat center monitor and/or Honcho controller to properly monitor the aircraft’s landing.

5.15.5.1. Emergency aircraft established in Honcho’s pattern. Honcho will advise the SOF and Tower when an aircraft under their control has declared an emergency. Honcho will advise the SOF and Tower of the aircraft’s callsign, nature of emergency, pilot’s intentions, ETA, and landing runway. When the aircraft is making its final circuit of the pattern prior to landing, the RSU controller will advise the Tower when the emergency aircraft is both mid-field outside downwind and next to land. Honcho will then broadcast to their pattern aircraft that an emergency aircraft is arriving and Honcho will soon only be accepting restricted low approaches at or above 500’ AGL. Once the emergency aircraft has landed, Honcho will coordinate with Tower to relinquish control of the inside runway and subsequent arrivals will only be allowed to conduct restricted low approaches. At this time, Tower will control the inside runway meaning the Tower controls the runway surface and all ground traffic. Honcho remains in control of inside runway pattern operations which during emergency response means they will solve all airborne traffic conflicts. Once the emergency aircraft and all ground traffic are clear of the inside runway, Tower will return control of the runway back to Honcho.

5.15.5.2. Emergency T-6 Aircraft Requesting to Land on the Center Runway. Emergency aircraft in Honcho’s pattern will normally remain on Honcho’s frequency for landing. Honcho will advise Tower when the aircraft is on the midfield outside downwind with pilot’s intentions for a 5 NM straight-in or an initial pattern. Tower will resolve all traffic conflicts and issue clearance for the aircraft to land on the center runway to Honcho. Honcho will not let the emergency aircraft line-up on the center runway until Tower has given clearance to land. Honcho will advise the emergency aircraft when Tower has cleared them to land on the center runway. Honcho will then broadcast to their pattern aircraft that an emergency aircraft is arriving to the center runway and Honcho will soon only be accepting restricted low approaches at or above 500’ AGL. After broadcasting the advisory, Honcho will resolve all traffic conflicts and relinquish control of the inside runway to Tower. Tower will control the runway surface and Honcho will remain in control of inside runway pattern operations. Honcho will allow subsequent arrivals to the inside runway to conduct restricted low approaches only. If the Tower has not given the emergency aircraft clearance to land by 2 NM or base turn, Honcho will clear the aircraft to land on the inside runway. Tower will return inside runway access to Honcho as soon as normal traffic may be resumed.
5.15.5.3. Emergency Aircraft Requiring Immediate Clearance to Land on the Center Runway. The RSU controller will issue the following phraseology to the Tower, “IMMEDIATE CLEARANCE TO LAND ON CENTER RUNWAY.” Tower will breakout its traffic and issue Honcho landing clearance once all traffic conflicts have been resolved.

5.15.5.4. Honcho Operations during Emergency Vehicle Response. When Honcho is operational and an emergency aircraft is recovering to the center or outside runway, firefighting vehicles and emergency response vehicles will need clearance from Honcho (through Tower) to cross the inside runway. Tower will inform Honcho when the aircraft is at 15 NM. If the aircraft is in Lariat’s pattern, Lariat informs Tower, who will inform Honcho when the aircraft is midfield outside downwind. Honcho will then broadcast to their pattern aircraft that an emergency aircraft is arriving, and Honcho will soon only be accepting restricted low approaches at or above 500’ AGL. Tower will inform Honcho when the emergency aircraft is 4 NM. At this time, Honcho stops departures and accepts restricted low approaches only. Honcho will inform Tower when the runway is clear and give them access (meaning Tower will handle all ground movements, to include taxiing aircraft). Honcho will maintain control of the inside runway pattern operations, which during the emergency response, means they will resolve all airborne traffic conflicts. Tower will return access to Honcho when normal traffic may be resumed.

5.15.5.5. Emergencies in Lariat’s Pattern. Lariat will advise the SOF and Tower when an aircraft in its pattern has declared an emergency. Lariat will tell the SOF and Tower the nature of the emergency, the estimated time of arrival and which runway the aircraft will be landing on. When the aircraft is making its final circuit of the pattern prior to landing, the RSU controller will tell Tower when the aircraft is midfield outside downwind. At this point, Tower (if able) will give clearance to land to the aircraft on the center runway (if needed). Emergency aircraft in Lariat’s pattern will normally remain on Lariat’s frequency for landing unless landing on a Tower-controlled runway and/or Tower has Lariat’s frequency dialed up on the backup radio. Lariat will tell Tower when the aircraft is 9 NM (straight-in) or in the break (overhead). Lariat will not let the aircraft lineup on the center runway until Tower has given clearance to land. If Tower has not given clearance to land by 4 NM, Lariat will clear the aircraft to land on the outside runway. If a distressed aircraft needs immediate clearance to land on the center runway, the RSU controller will request from Tower “IMMEDIATE CLEARANCE TO LAND.” Tower will breakout its traffic and grant clearance to land as soon as possible.

5.15.5.5.1. If the distressed aircraft will be landing on the outside runway, Tower will stop departures and accept restricted low approaches only, when the aircraft is at 4 NM (straight-in) or in the break (overhead), to allow accessibility of fire-fighting equipment.

5.15.5.6. When a distressed aircraft is inbound for landing on the center runway, Tower will stop departures when the aircraft is at 10 DME (or midfield outside downwind in Lariat’s pattern). Unforeseen emergency situations may dictate the need to stop departures, clear the hammerhead, clear the patterns, etc. If such a situation arises, the SOF will give the appropriate instructions to the Tower/RSU(s).
5.15.5.7. If the situation warrants, an RSU controller may coordinate to take control of the center runway.

5.15.6. Fire Emergency Services Flight. The Fire Chief/Assistant Fire Chief must have access to the runway during an emergency; however, it may be necessary to continue landings (minimum fuel or emergency). The Fire Emergency Services Flight/fire vehicle operators will be made aware of the situation. Once clearance is received, they will make a visual check before proceeding onto, or crossing, an active runway. Tower/RSU controllers will keep the fire protection crew fully informed about conflicting traffic during an emergency. The Fire Chief will monitor the landing frequency of all emergency aircraft until termination of the emergency.

5.15.7. The SOF will relay information to the Fire Emergency Services Flight through the Tower Watch Supervisor as appropriate.

5.15.8. Anytime an aircraft emergency is declared, on or off-station, the Pilot in Command will ensure that an AETC Form 6454, Trend Data Report, is completed in a timely manner and turned in to the squadron flight safety officer or wing safety.

5.16. Hot Armament or Dangerous Cargo/Hung Ordnance.

5.16.1. AMOPS notifies the SOF and Tower of the Arrival or departure of aircraft with hot armament (guns, missiles, and bombs) or dangerous material on board.

5.16.1.1. Arriving aircraft carrying hot armament landing on RWY 13C will taxi to the south hammerhead across from Taxiway Hotel. If Runway 31 is in use, aircraft will land and make a RIGHT 180-degree turn and back-taxi to the south hammerhead across from Taxiway Hotel. Tower will issue progressive taxi instructions if necessary.

5.16.1.2. When clear of the center runway, aircraft will point southeast in the south hammerhead and shut down. Transient Alert and Ground Safety will further assist the aircraft.

5.16.1.3. If unable to taxi to the south hammerhead, Transient Alert will park aircraft faced away from populated areas.

5.16.1.4. Arriving aircraft carrying dangerous cargo will land and shut down engines on the departure end of RWY 13L. If landing RWY 31R, aircraft will land and make a RIGHT 180-degree turn and back-taxi to the south end of the runway.

5.16.2. Aircraft will not operate (run engines) on the closed portions of the airfield.

5.16.2.1. Aircraft experiencing a hydrazine accident will be handled the same as hazardous cargo. The Tower will coordinate with the aircraft commander and make every effort to land and position the aircraft as far away from populated areas as possible.

5.16.3. There are no published arm/de-arm areas on the airfield.

5.17. Emergency Locator Transmitter (ELT).

5.17.1. Any agency or aircraft receiving an emergency locator transmitter will notify the nearest FAA or military air traffic control facility. If known, relay aircraft position and time the signal was first heard, last heard, aircraft position at maximum signal strength, flight altitude and frequency (121.5/243.0) of the signal, and any other pertinent information
available. Tower will notify RAPCON. RAPCON will notify Houston Center, SOF, Command Post, and Tower if the information did not come from that agency.

5.17.2. The SOF will conduct an aircraft accountability check. After accounting for all aircraft, contact Command Post with the results of the check. If an aircraft is missing/overdue or down, SOF will implement OPLAN 506.

5.17.3. Command Post will notify 47 FTW Maintenance Operations Control (MOC) and Aircrew Flight Equipment (AFE) to search for the ELT.

5.17.3.1. MOC will check aircraft and any maintenance facility (i.e. T-1 hangar, ejection seat lab, etc) for the ELT and will contact Command Post with the results of the search.

5.17.3.2. AFE will search for the ELT using their search equipment and will contact Command Post with the results of the search.

5.17.4. Command Post will coordinate termination of ELT search with RAPCON when one of the following conditions exist: (1) Source of the ELT was found. (2) All means of search have been exhausted and all aircraft have been accounted for. NOTE: ELTs on 243.0 are most likely military aircraft. If a strong ELT is still going on 243.0, its origin is probably Laughlin AFB.

5.17.4.1. Command Post will notify MOC and Aircrew Flight Equipment of termination.

5.17.4.2. RAPCON will notify Houston Center, SOF, and Tower of termination. (Command Post will coordinate with Houston Center after airfield closure).

5.17.5. Requests for use of Laughlin AFB aircraft in search and rescue will be forwarded to the SOF. The SOF will implement OPLAN 506 procedures.

5.17.6. Testing of Beacons. Aircrew Flight Equipment will test beacons only during the first five minutes of each hour for a duration of no more than three audio sweeps.

5.18. AOF Emergency Facility Evacuation/Relocation Procedures.

5.18.1. Evacuating personnel will notify all traffic of evacuation and advise they contact Tower, RAPCON, Houston ARTCC, or RSU as appropriate. The SOF will initiate Stop Launch status for either RAPCON or Tower evacuations.

5.18.2. Tower Emergency Evacuation/Alternate Facility Procedures: The North Lariat RSU is the designated alternate facility. In an emergency evacuation requiring alternate Control Tower operations, AMOPS will transport one watch supervisor-qualified controller and two facility-rated controllers to the RSU and will be afforded priority crossing. The SOF will direct Stop Launch for all airframes and recall of all T-38 solos.

5.18.2.1. The Tower will release the center runway to the Lariat RSU (if active) while relocating. If the Lariat RSU is not active, Runway 13C/31C and 13L/31R are considered uncontrolled. Aircraft planning to land should contact the appropriate RSU (if in place) or initiate a go-around and depart via the HJORN Climbout. Aircraft should not attempt to land on an uncontrolled runway unless a greater hazard exists, e.g. a low fuel state or if the aircraft is in distress. Aircraft with sufficient fuel will expect to hold until Tower regains control or until reaching bingo fuel to divert. Aircraft electing to land uncontrolled should make advisory calls on UHF Tower frequency (307.375) at 10 and 4
DME from the field and additionally upon vacating the runway (e.g.: “Laughlin Traffic, Rake59, 10 DME on the visual straight in 13C, Laughlin”).

5.18.2.2. Aircraft taxiing to parking from RWY 13L/31R should contact Lariat for coordinating taxiing across RWY 13C/31C or monitor UHF Tower frequency for inbound aircraft. Once inside RWY 13C/31C, contact Honcho to cross 13R/31L or monitor UHF Tower frequency then taxi back on Honcho’s frequency if Ground is unmonitored.

5.18.2.3. Alternate Tower Equipment Limitations. Airfield lighting can be controlled through CE personnel at the lighting vault. ATIS will not be available. In the event of an emergency, AMOPS will be notified via commercial landlines. Primary communications between the alternate Tower and the RAPCON will be via the direct line available in the RSU.

5.18.2.4. Alternate Tower Service Limitations. Due to poor visibility/limited equipment, arrivals will be limited to a straight-in full stop only (ILS, Visual Approach, etc) and ground control services will be advisory in nature only.

5.18.2.5. Alternate Tower Facility operations are outlined in the Laughlin Tower Operating Instruction (OI) 13-2, Air Traffic Control Procedures.

5.18.3. The SOF will relocate to the T-6 Duty Desk.

5.18.4. RAPCON Emergency Relocation Procedures: The RAPCON will advise Houston ARTCC and broadcast on all frequencies that the RAPCON is evacuating and advise aircraft to maintain VFR, and if unable, to contact Houston Center for IFR services. The RAPCON Watch Supervisor will send two qualified controllers (at least one seven level) to the Tower to facilitate emergency approach control services; traditional non-radar approach control services cannot be provided but the controllers may act as safety observers to facilitate aircraft recovery. The RAPCON Watch Supervisor will notify 47 OSS/OSM (Airfield Systems) that local monitoring of NAVAIDs is required IAW the Communications Restoral Letter.

5.18.5. Wind Limitations on Control Tower. The maximum wind velocity for the Laughlin AFB Air Traffic Control Tower (Bldg 309) is 50 knots (60 knot gusts). The Tower will normally evacuate when these winds are exceeded. See para 5.18.2 for procedures. Controllers may remain in the facility when the winds exceed 50 knots (60 knot gusts) with the approval of the 47 FTW/CC to support contingency operations. The Control Tower is certified to withstand winds of up to 75 knots (steady or gusts).

5.18.6. Airfield Management. AMOPS will evacuate to building 222, room 224, ext 5247. AMOPS may be contacted at any time during airfield operating hours via the RAMP NET regardless of location.


5.19.1. Priority. Command Post, AMOPS, Tower, and RAPCON will develop checklist dedicated to the special handling of DV arrivals/departures. AMOPS is the point of contact for DV departures/arrivals.

5.19.2. AMOPS Procedures.
5.19.2.1. Arrival. Upon notification of an inbound DV (Code 7 or above), relay the call-sign, type aircraft, DV code, and ETA to Command Post, RAPCON, Tower, Transient Alert (TA), 47 FTW Protocol, and Transportation (contact the Security Forces for a Code 4 aircraft or above, contact Weather for a Code 6 or above). Upon initial notification from RAPCON that the DV is inbound and not farther than 40 NM from Laughlin AFB, notify Command Post and TA of the location of the aircraft. Upon notification from Tower that the DV is 10 NM from Laughlin or next to land, notify Command Post and TA.

5.19.2.2. Departure. As soon as the flight plan is filed, relay the call-sign, type aircraft, DV code, and ETD to Command Post, Tower, RAPCON, and TA. If the scheduled departure time changes make the same notifications, and if there is time, check with RAPCON/Houston ARTCC for the clearance. If the clearance has been dropped, resubmit. Upon notification from Tower that the DV aircraft has departed, relay the call-sign, ATD, destination, and ETE to the Command Post.

5.19.3. Tower Procedures.

5.19.3.1. Arrival. Inform AMOPS when the DV aircraft is 10 NM out.

5.19.3.2. Departure. Inform the RSUs when the DV aircraft begins to taxi, and coordinate with Honcho to avoid any delays in taxiing the DV aircraft across the inside runway.

5.19.4. RAPCON Procedures. Advise AMOPS of the DV aircraft’s position as soon as possible after initial contact, but no later than 40 NM from Laughlin. If the DV aircraft will need to land on the outside runway, inform the SOF. Ensure any pertinent information from the DV aircraft is passed on to the appropriate agency. Ensure the DV aircraft receives priority over all routine operations.

5.19.5. RSU Procedures. Avoid any routine delays in clearing the DV aircraft to land, crossing runways, or takeoff.


5.19.6.1. Once informed of a scheduled DV arrival/departure, notify appropriate agencies by referring to the applicable DV arrival checklist.

5.20. Protecting Precision Approach Critical Areas.

5.20.1. The ILS critical area lies between the center and outside runways on Taxiways Alpha, Foxtrot, and Golf. Aircraft holding in these areas may affect the ILS signal.

5.20.2. ILS Localizer Critical Areas.

5.20.2.1. When the reported ceiling is less than 800 feet and/or the visibility is less than 2 SM, restrict all aircraft and vehicle operations in the localizer critical area. Do not permit vehicles or aircraft to transit the localizer critical area when an aircraft on the ILS approach is inside the final approach fix (FAF). EXCEPTION: A preceding aircraft, approaching same runway or another runway, may pass through the area while landing, departing, or exiting the runway; do not allow aircraft to stop within the critical area.
5.20.2.2. When the reported ceiling is less than 200 feet and/or ½ mile visibility, do not authorize vehicle or aircraft operations in or over the area when an arriving aircraft is 1 NM from touchdown.

5.20.3. ILS Glide Slope Critical Areas.

5.20.3.1. When the reported ceiling is less than 800 feet and/or visibility is less than 2 SM, but at or above 200 feet and/or visibility is at or above ½ mile, restrict all aircraft larger than fighter type size. Do not permit these aircraft to taxi beyond the hold line when an aircraft executing an ILS approach is inside the FAF. For the purposes of this instruction, locally assigned aircraft are not considered larger than fighter type size aircraft.

5.20.3.2. When the reported ceiling is less than 800 feet and/or visibility is less than 2 SM, restrict all vehicles. NOTE: Vehicles escorting fighter type size aircraft are authorized to proceed into the glide slope critical area with the aircraft (aircraft tows are not authorized). Do not permit vehicles to proceed beyond the hold line when an aircraft executing an ILS approach is inside the FAF unless the arriving aircraft has reported the runway in sight or is circling to land on another runway.

5.20.3.3. When the reported ceiling is less than 200 feet and/or visibility is less than ½ mile, restrict all aircraft and vehicles. Do not permit aircraft to taxi or vehicles to proceed beyond the hold line when an aircraft executing an ILS approach is inside the FAF.

5.20.3.4. Protection. When weather conditions require, aircraft larger than fighter type departing RWY 31R will hold at the VFR hold line south of Taxiway Golf Approach end RWY 31C, while aircraft departing RWY 31C will hold at the VFR hold line on Taxiway Hotel.

5.20.3.5. Protection. When weather conditions require, aircraft larger than fighter type aircraft departing RWY 13L will hold at the VFR hold line south of RWY 13C at Taxiway Alpha, while aircraft departing RWY 13C will hold at the VFR hold line of either Taxiway Juliet or Taxiway Alpha, south of RWY 13C.

5.21. Overdue Aircraft.

5.21.1. Consider an aircraft overdue when an aircraft has not arrived or communications have not been established within 30 minutes (or airframe specific RSU times for solo vs. dual aircraft) after the ETA.

5.21.2. AMOPS will coordinate with the Tower, RAPCON, and the appropriate squadron Supervisor (SUP) for any information they may have on the aircraft. AMOPS will pass all information to the SOF.

5.21.3. AMOPS will request a ramp check at Laughlin AFB, Wizard, and Del Rio International through Maintenance Control, Transient Alert, Fire Emergency Services Flight, and the Del Rio Airfield Manager.

5.21.4. AMOPS will contact Houston Center or San Angelo Flight Service Station and request a communication search.

5.21.5. If the communications search is not successful, AMOPS will comply with OPLAN 506, Airborne Search and Rescue Plan.
5.22. Bomb Threats.

5.22.1. Facility Threats. For facility bomb threats, complete the bomb threat checklist, leave the phone off the hook, and notify the Security Forces (911) by another telephone.

5.22.2. Aircraft Threats. IAW FAA JO 7110.65.

5.23. Runway Intrusions and Controlled Movement Area (CMA) Violations.

5.23.1. A runway intrusion is defined as a person/vehicle/aircraft that crosses a hold line or is within 100 feet of a runway without approval from the Tower or an RSU. The CMA is defined in paragraph 1.6. A CMA Violation is defined as an airfield infraction caused by aircraft, vehicles or pedestrians entering the CMA without specific Control Tower approval. This definition includes runway intrusions and CMA violations caused by communication errors.

5.23.2. Unit Commanders, Airfield Driving Program Managers, and Airfield Management personnel have the authority to revoke airfield driving privileges.

5.23.3. For runway intrusions that had an adverse impact on flight operations (arrivals, departures, etc.), an AF Form 651, Hazardous Air Traffic Report (HATR) shall be submitted to Wing Safety. For specific incidents of runway intrusions and other CMA violations that did not impact aircraft operations, an AF Form 457, USAF Hazard Report, will be used and reported to the Airfield Manager to take immediate action to correct the problem or apply interim control measures. All runway incursions must be assigned an operational category (Operational Error, Pilot Deviation, or Vehicle/Pedestrian). When circumstances surrounding the incident cannot be corrected immediately, report the incident to Wing Safety Office by AF Form 457, by telephone, or in person. See AFI 91-202, US Air Force Mishap Prevention Program, and AFI 91-223, Aviation Safety Investigations and Reports.

5.23.4. Tower will notify AMOPS or Security Forces (if AMOPS unavailable) and AMOPS will take the following actions for violations involving persons or vehicles:

5.23.4.1. AMOPS or Security Forces will escort the offender to AMOPS for a written statement.

5.23.4.2. The airfield driver’s license will be revoked. Airfield training must be re-accomplished IAW AFI13-213 Laughlin AFB Supp 1.

5.23.4.3. The Unit Airfield Driving Program Manager and the Assistant Airfield Manager (AAFM) will be notified in writing.

5.23.4.4. The Contracting Office will be notified if the offender is a contractor.


5.25. Civilian Aircraft Operations/Civil Use of Military ATCALS.

5.25.1. Practice Approaches by Civil Aircraft. Civil aircraft are permitted to make low approaches at Laughlin provided student training is not in progress and traffic conditions permit.

5.25.2. AFFSA Airfield Operations Waiver for simultaneous same direction operations between RWYs 13C/31C and 13R/31L does not apply to civilian aircraft.
5.25.3. Civilian Aircraft Arrivals. The following procedures will be used when an authorized civilian aircraft is arriving at Laughlin AFB and RWY 13R/31L pattern is in use:

5.25.3.1. RAPCON will notify Tower of inbound civilian aircraft 10 NM from the field.
5.25.3.2. If applicable, Tower will immediately notify Honcho RSU.
5.25.3.3. Upon notification, Tower or Honcho RSU will sterilize RWY 13R/31L pattern or all pattern aircraft will climb to 2600’ MSL until the civilian aircraft has landed.

5.25.4. Civilian Aircraft Departures. The following procedures will be used when a civilian aircraft is departing Laughlin AFB and RWY 13R/31L pattern is in use:

5.25.4.1. Tower will notify Honcho RSU when civilian aircraft is ready for departure
5.25.4.2. Upon the civilian aircraft calling ready for departure, Tower or Honcho RSU will sterilize RWY 13R/31L pattern or all pattern aircraft will climb to 2600’ MSL until the civilian aircraft has departed.

5.25.5. Aero Club Operations. Laughlin AFB does not have an Aero Club.


5.26.1. An emergency landing is not charged a landing fee for use of the field.
5.26.2. An emergency landing shall pay for labor, material, parts, and use of equipment, tools, and so forth. Refer to AFI 10-1001 and AFJI 10-1002 for examples of non-chargeable items.
5.26.3. The pilot-in-command of the emergency landing aircraft must file a circumstantial landing report with the 47 FTW/CC and complete a DD Form 2402, Hold Harmless Agreement, available at Airfield Management Operations.

5.27. Unauthorized Landings.

5.27.1. Inadvertent Landing. Defined as a landing due to flight disorientation or a landing due to mistaking Laughlin AFB for another airfield.

5.27.1.1. Laughlin Tower or Wizard RSU will activate PCAS.
5.27.1.2. Payment of normal landing fees applies.
5.27.1.3. The pilot-in-command must file a circumstantial landing report and a hold harmless agreement available at Airfield Management Operations.
5.27.1.4. An unauthorized landing fee may be assessed to compensate the government for added time, effort, and the risk involved in an unauthorized landing. The decision to charge any fee rests with the 47 FTW/CC.

5.27.2. Intentional Landing.

5.27.2.1. The 47 FTW/CC may categorize an unauthorized landing as intentional when substantial evidence demonstrates that the operator knew the landing was unauthorized or the civil operator:

5.27.2.1.1. Landed without an approved DD Form 2401 on board the aircraft.
5.27.2.1.2. Landed for the purpose not approved on the DD Form 2401.
5.27.2.1.3. Obtained landing authorization through fraudulent methods.

5.27.2.1.4. Requested permission to land from any USAF authority, including the Control Tower or RAPCON, and was denied.

5.27.2.2. The 47 FTW/CC will determine the amount of landing fees to be assessed. The commander may choose to detain the aircraft until:

5.27.2.2.1. The landing has been reported to MAJCOM and the appropriate attorney is notified.

5.27.2.2.2. The operator or other competent authority or the owner has executed DD Form 2402 and prepared the circumstantial landing report.

5.27.2.2.3. All applicable charges have been paid.

5.27.2.3. AMOPS will activate the Secondary Crash Net and notify Airfield Manager or assistant, and the Airfield Operations Flight Commander of an unauthorized landing.

5.27.2.4. The pilot will complete DD Form 2402 and write the circumstantial report at Airfield Management Operations.

5.27.2.5. Reproduce copies of the pilot’s certification.

5.27.2.6. If necessary, check the validity of the landing authorization. During duty hours call DSN 227-5967/1796. After duty hours, contact the Air Force Operations Center, DSN 227-6103, and ask to be patched to someone handling civilian landing permits.

5.28. Air Traffic Control and Landing Systems (ATCALS)/Navigational Aids (NAVAIDs).

5.28.1. Laughlin AFB’s no-NOTAM preventative maintenance period is published in the US IFR Supplement Flight Information Publication (IFR Supp).

5.28.2. Generator/battery power is available for all NAVAIDs in the event of a power failure. 47 CES will inspect these generators on a monthly basis.

5.28.3. 47 CS/SCO will coordinate with 47 OSS/OSA if ATCALS equipment needs to be shut down during other than the PMI times listed in DoD Flight Information Publication IFR Supplement sections B and C-6. OSA will notify AMOPS who will issue a NOTAM.

5.28.4. Maintenance workers must receive approval from Tower/RAPCON Watch Supervisors/senior controllers prior to taking ATCALS off the air. Maintenance workers performing the work will call the Airfield Operations Flight Commander, the facility chief controller, or directly to the facility operations area prior to shutting down ATCALS equipment.

5.28.5. Tower/RAPCON Watch Supervisors/senior controllers will disapprove or not allow maintenance personnel to continue work if it affects the signal of a NAVAID, unless the facility is removed from service and the identification feature is turned off.

5.29. Temporary Airfield Restrictions/Closure.

5.29.1. Airfield restriction/closure procedures will be performed IAW AFI 13-204V3.

5.29.2. AMOPS may temporarily close the airfield to all traffic during hazardous weather.
5.29.3. Airfield operations may be restricted due to construction, classified operations when normal activity would compromise security and when facilities and services are reduced (e.g. firefighting capability, limited transient services, reduced approach control services).

5.29.4. When unanticipated conditions arise, AMOPS will coordinate with the Tower and SOF when any portion of the airfield or operations will be affected and when able, provide an estimated time to resume normal operations.

5.29.5. Conditions that affect operations that are anticipated and can be coordinated in advance will be coordinated by the Airfield Manager (e.g. homeland security missions and construction).

5.30. UAS Operations Procedures.

5.30.1. Laughlin AFB is an emergency divert location for RQ-4 aircraft. Procedures are located in the Global Hawk BAB LOA and Global Hawk EDW LOA.

5.30.2. There are no published UAS Designated Start areas on the airfield.

5.31. Restricted/Classified Airfield Areas. Laughlin AFB has no restricted or classified areas on the airfield.

5.32. NVD (Night Vision Device) Operations. Night vision operations at Laughlin AFB are not authorized.

THOMAS B. SHANK, Colonel, USAF 
Commander, 47th Flying Training Wing
Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References
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AFI 13-202 IC 1, Overdue Aircraft, 30 June 2015
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AFI 11-209, Aerial Event Policy and Procedures, 4 May 2006
AFI 13-202, Overdue Aircraft, 18 March 1994
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Abbreviations, Acronyms, and Terms
AB—Afterburner (T-38)
AETC—Air Education and Training Command
AETCI—AETC Instruction
AF—Air Force
AFB—Air Force Base
AFREP—Air Force Representative
AFTO—Air Force Technical Order
AGL—Above Ground Level (altitude in’)


AHC—Advanced Handling Characteristics
AIREVAC—Air Evacuation
AM—Airfield Management
AAM—Assistant Airfield Manager
AMOPS—Airfield Management Operations
APTU—Aerospace Physiological Training Unit
AOA—Angle of Attack
AOF/CC—Airfield Operations Flight Commander
ARTCC—Air Route Traffic Control Center
ASR—Airport Surveillance RADAR
ATC—Air Traffic Control
ATCALS—Air Traffic Control and Landing Systems
ATIS—Automatic Terminal Information Service
BASH—Bird Aircraft Strike Hazard
CDT—Controlled Departure Time
CE—Civil Engineering
CMA—Controlled Movement Area
CS—Call-sign or Communications Squadron
CSI—Contract Simulator Instructor
CT—Continuation Training
DME—Distance Measuring Equipment
DSN—Defense Service Network
DV—Distinguished Visitor
EFC—Expect Further Clearance
ELT—Emergency Locator Transmitter
EOC—End of Ceremony
EP—Emergency Procedure
ELP—Emergency Landing Pattern
ETA—Estimated Time of Arrival
ETD—Estimated Time of Departure
FAF—Final Approach Fix
FBO—Fixed-Base Operator
FCF—Functional Check Flight
FD—Fire Department
FIH—Flight Information Handbook
FL—Flight Level
FLT/CC—Flight Commander
FOD—Foreign Objects and Debris
FP—Flight Plan
FTW—Flying Training Wing
GE—Ground Emergency
GLOC—G Induced Loss of Consciousness
GPS—Global Positioning System
HQ—Headquarters
IAF—Initial Approach Fix
IAW—In Accordance With
ICE—Immigration and Customs Enforcement
IFE—In-flight Emergency
IFG—In-Flight Guide
IFR—Instrument Flight Rules
IFS—Instrument Flight Simulator
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
IP—Instructor Pilot
IR—Instrument Route
KIAS—Knots Indicated Airspeed
LAFB—Laughlin Air Force Base
LAN—Local Area Network
Lbs—pounds
LOA—Letter of Agreement
LOC—Localizer
LOP—Letter of Procedure
MA—Maintenance
MAP—Missed Approach Point
MARSA—Military Assumes Responsibility for Separation of Aircraft
MASMS—Military Airspace Management System
MHz—Megahertz
MOA—Military Operations Area
MOC—Maintenance Operations Center
MQT—Mission Qualification Training
MSL—Mean Sea Level (altitude in’)
MTR—Military Training Route
NAS—National Airspace System
NBC—Nuclear/Biological/Chemical
NLT—Not Later Than
NM—nautical mile
NORDO—No Radio
NOTAM—Notices to Airmen
NTA—Non-Towered Airport
OG/CC—Operations Group Commander
OG/OGV—Operations Group Stan/Eval
OI—Operating Instruction
OPR—Office of Primary Responsibility
ORI—Operational Readiness Inspection
OSS—Operational Support Squadron
OSW—Operations Support Weather
OTS—Out of Service
PAL—Pilot-AOF Liaison
PAPI—Precision Approach Path Indicators
PCAS—Primary Crash Alarm System
PCS—Permanent Change of Station
PIREPS—Pilot Reports
PMU—Project Management Unit
PSK—Parachute Spacer Kit
PTD—Pilot to Dispatch
QPST—Quiet Period Start Time
RADAR—Radio Detection and Ranging
RAPCON—RADAR Approach Control
RCT—Runway Change Time
RON—Remain Overnight
RSRS—Reduced Same Runway Separation
RSU—Runway Supervisory Unit
RSUTO—RSU Training Officer
RTB—Return to Base
RVR—Runway Visual Range
RWY—Runway
SARM—Squadron Aviation Resource Management
SOF—Supervisor of Flying
SQ/CC—Squadron Commander
SR—Slow Route
Stan/Eval—Standardization and Evaluation
Sup—Squadron Supervisor
TA—Transient Alert
TACAN—Tactical Air Navigation
TDY—Temporary Duty
TERPs—Terminal Instrument En-route Procedures
TRIM—Time Related Instructional Management
TIMS—Training Integration Management System
UEI—Unit Effectiveness Inspection
USEM—Unit Stan/Eval Member
VFR—Visual Flight Rules
VHF—Very High Frequency radio
VMC—Visual Meteorological Conditions
Vol—Volume
VOR—Very High Frequency Omnidirectional Range
VR—Visual Route

Terms
Altitudes—All altitudes in this instruction are MSL unless annotated otherwise.
AM—Airfield Management

AMOPS—Airfield Management Operations

ASP—Asphalt, asphaltic concrete, tar macadam, or bitumen-bound macadam—where asphalt tar is used as a binder to create a surfacing. Includes those runways with concrete ends.

BOPS—Laughlin AFB Base Operations

CMA—Controlled Movement Area

ELP—T-6 Emergency Landing Pattern

FAA JO 7110.65—Federal Aviation Administration regulation governing air traffic control

Flight—A formation of aircraft, considered joined in a flight/formation until completing their first approach (unless otherwise coordinated).

FMS—Flight planning system utilized in aircraft

Foreman—47 FTW Supervisor of Flying (SOF)

Honcho—T-6 Runway Supervisory Unit (RSU) for RWY 13R/31L at Laughlin AFB.

Lariat—T-38 RSU for RWY 13L/31R

Lobo Ops—T-1 Squadron (86 FTS) Duty Desk

MOC—Maintenance Operations Center

Practice Area—Defined area in which VFR practice operations are conducted (Figure 1.3)

PEM—Part concrete, part asphalt, or part bitumen-bound macadam

RANCH—T-38/T-1 MOA controller

RAPCON—Del Rio RADAR Approach Control

Red Bull Ops—T-38 Squadron (87 FTS) Duty Desk

Redstick—T-6 Squadrons (434/85 FTS) Duty Desk

SKI—T-6 MOA controller

Tower—Laughlin AFB Air Traffic Control Tower

Visual Alignment—Arrival procedure that allows for aircraft to visually align to the center runway. Aircraft IFR Flight plans are automatically cancelled at 10 mile final.

Wizard—T-6 RSU for RWY 13/31 at the Laughlin AFB auxiliary airfield, Spofford, T70
## 47 FTW Callsign Designations

### A2.1. A list of call-signs is set aside for 47 FTW aircraft. The list is shown in Table A2.1.

#### Figure A2.1. 47 FTW Callsigns.

<table>
<thead>
<tr>
<th>VIP Callsigns</th>
<th>Local &amp; Off Station</th>
<th>Formation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wing CC</td>
<td>Excel 01</td>
<td>Excel 11/12</td>
</tr>
<tr>
<td>Wing CV</td>
<td>Excel 02</td>
<td>Excel 21/22</td>
</tr>
<tr>
<td>47 OG/CC</td>
<td>Excel 03</td>
<td>Excel 31/32</td>
</tr>
<tr>
<td>47 OG/CD</td>
<td>Excel 04/05</td>
<td>Excel 41/42 or 51/52</td>
</tr>
<tr>
<td>DV Flights</td>
<td>Excel 47</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>47 FTW Callsigns</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td>T-6</td>
</tr>
<tr>
<td>LOCAL</td>
</tr>
<tr>
<td>Dual or T-3</td>
</tr>
<tr>
<td>COLT</td>
</tr>
<tr>
<td>DEVIL</td>
</tr>
<tr>
<td>LUSH</td>
</tr>
<tr>
<td>Student Solo</td>
</tr>
<tr>
<td>MAGOO</td>
</tr>
<tr>
<td>POGO (Initial solo)</td>
</tr>
<tr>
<td>ROOKY (Pre-mid phase patt only)</td>
</tr>
<tr>
<td>FCF</td>
</tr>
<tr>
<td>TROIKA 4, 5, 6</td>
</tr>
<tr>
<td>Formation</td>
</tr>
<tr>
<td>AMMO*</td>
</tr>
<tr>
<td>CIDER**</td>
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<tr>
<td>DEVO</td>
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<tr>
<td>ETCH</td>
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<td>FIESTA</td>
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<td>LOBAR</td>
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<tr>
<td>LUGER</td>
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<tr>
<td>LYNX</td>
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<tr>
<td>MITT</td>
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<tr>
<td>*(50-99)</td>
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<tr>
<td>** (60-99)</td>
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<tr>
<td></td>
</tr>
<tr>
<td>Formation Solo (T-6 Only)</td>
</tr>
<tr>
<td>FLAME</td>
</tr>
<tr>
<td>HOVER</td>
</tr>
</tbody>
</table>

A2.2. Local vs. Off-Station Call-signs

A2.2.1. Off station/stereo call-signs will be used on any sortie that departs Laughlin AFB controlled airspace (cross country, out and back, stereo, etc.). Otherwise, use the local call-sign. Formation call-signs are considered “local”. If a formation’s flight profile does not meet “local” criteria, use an off station call-sign.

A2.2.2. Flights to the local MOAs (SKI, RANCH, and BURR) will use local call-signs if they will not otherwise depart Laughlin-controlled airspace.

A2.3. Formation Call-signs. Formation call-signs will be coordinated/assigned through the Duty Desk prior to the formation briefing. The Duty Desk will not re-assign formation call-signs once issued until the previous flight has returned.

A2.4. Squadron Supervisor Call-signs (SUPT). To facilitate ready identification of squadron supervisors (Sq CC/DO/ADOs) to RAPCON, Tower, SOF, etc., the following procedures will be used:

A2.4.1. On single-ship local sorties, squadron supervisors (Sq CC/DO/ADOs, and other highly experienced IPs at the discretion of the squadron CC) will use the standard squadron local call-sign with a permanently assigned numerical suffix beginning with “0” (e.g. Bully 01, Rake 03, Devil 08, Tiger 02).

A2.5. Special Use Call-signs

A2.5.1. DV Flights. DV Flights will normally use “Excel 47” as the call-sign. If more than one flight is scheduled, any non-VIP numerical suffix may be used.
### Reduced Same Runway Separation (RSRS)

**Figure A3.1. Reduced Same Runway Separation.**

<table>
<thead>
<tr>
<th>Aircraft Type</th>
<th>T-6 Single Ship or Formation 1st Aircraft</th>
<th>T-38 Single Ship or Formation 1st Aircraft</th>
<th>T-1 Single Ship 1st Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-6 Single Ship 2nd Aircraft (Following)</td>
<td>3000’ WHEN ALTERNATE RUNWAY SIDE PROCEDURES ARE USED OR BOTH FORMATION AIRCRAFT ARE ON THE COLD SIDE OF RUNWAY 6000’ OTHER TIMES</td>
<td>6000’</td>
<td>6000’</td>
</tr>
<tr>
<td>T-38 Single Ship 2nd Aircraft (Following)</td>
<td>6000’</td>
<td>3000’ WHEN ALTERNATE RUNWAY SIDE PROCEDURES ARE USED OR BOTH FORMATION AIRCRAFT ARE ON THE COLD SIDE OF RUNWAY 6000’ OTHER TIMES</td>
<td>6000’</td>
</tr>
<tr>
<td>T-1 Single Ship 2nd Aircraft (Following)</td>
<td>6000’</td>
<td>6000’</td>
<td>6000’</td>
</tr>
</tbody>
</table>
If the second (following) aircraft is a formation flight…
When alternate runway side procedures are not used…
During night operations between trainer-type aircraft…
If the second aircraft is a touch and go and the first aircraft is a full stop…
If the second aircraft is a Low Approach and the first aircraft is a touch and go…

- To an aircraft “CLEARED FOR THE OPTION:…
- For departures following Arrivals…
- Between trainer-type aircraft/other non-trainer aircraft…
- If aircrew or air traffic controller refuses Reduced Same Runway - Separation…

A3.1. RSRS will be applied for all aircraft based on guidance in the current AFI 13-204, Volume 3, AETC Supplement. RSUs will utilize RSRS in accordance with AETCI 11-204.

A3.2. Laughlin AFB air traffic controllers are authorized to use RSRS between AETC-assigned aircraft when controllers are able to see the aircraft involved and determine distances by references to suitable landmarks. Reduced runway separation may be applied in accordance with the criteria specified in this section between Arrival following Arrival, Arrival following a Departure and Departure following Departure operations. For Departure following Arrival, a preceding landing aircraft, regardless of category, must be clear of the runway before the Departure begins a takeoff roll. These standards apply on all Tower-controlled runways.

A3.3. Any aircrew or air traffic controller may refuse RSRS when safety of flight may be jeopardized. In these cases, apply appropriate separation standards published in FAA JO 7110.65.

A3.4. Aircraft will not overfly other aircraft in departure position. Responsibility for separation rests with the pilot.

A3.5. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. When operating IFR or under ATC instructions, controllers must ensure standard wake turbulence separation exists.

A3.6. RSRS will not be applied:

A3.6.1. Between trainer-type aircraft and any other non-trainer aircraft. Trainer-type aircraft is defined as a T-6, T-38, or a T-1 aircraft.

A3.6.2. To any situation involving an aircraft CLEARED FOR THE OPTION.

A3.6.3. Between a Departure following an Arrival aircraft.

A3.6.4. When the runway is wet.
A3.6.5. When the Tower Watch Supervisor determines that safety of aircraft will be jeopardized.

A3.6.6. The 47 OG/CC is the approving authority to authorize RSRS during wet runway operations based on local surface conditions.

A3.7. **Alternate Runway Side Procedures.**

A3.7.1. T-6/T-38 aircrews are responsible for using alternate sides of the runway IAW aircraft directives. Tower controllers will consider alternate runway side procedures in effect at all times except when specified by the SOF, during night operations or when crosswind procedures are in effect.

A3.7.2. T-1 aircraft will not use alternate runway side procedures.

A3.8. **T-6s.**

A3.8.1. IAW AFI 13-204, Volume 3, AETC Supplement, Attachment 19, the 47 OG/CC authorizes a minimum of 3000 separation when a T-6 aircraft is following another T-6 aircraft and alternate runway side procedures are used (or preceding aircraft is airborne) for: a low approach behind a touch and go, and a touch and go behind a full stop.

A3.8.2. IAW AFI 13-204, Volume 3, AETC Supplement, Attachment 19, the 47 OG/CC authorizes a minimum of 3000 feet separation when a T-6 aircraft using alternate runway side procedures is performing a landing or touch and go following a T-6 formation and both formation aircraft are on the cold (exit) side of the runway.

A3.8.3. When a T-6 aircraft is following a formation, a T-38, a T-1, or when alternate runway side procedures are not used, minimum separation is 6000’.

A3.8.4. When a T-6 formation is following another AETC trainer-type aircraft, minimum separation is 6000’.

A3.9. **T-38s.**

A3.9.1. When a T-38 aircraft is following another T-38 and alternate runway side procedures are used, minimum separation is 3000’ or once preceding aircraft is airborne. 6000’ minimum separation required or preceding aircraft is airborne for low approach behind touch and go and touch and go behind full stop.

A3.9.2. (SUPT) Aircraft full stopping on the hot side should not transition to the cold side until past the 2000’ remaining marker without RSU approval.

A3.9.3. When a T-38 aircraft is following a T-38 formation and both formation aircraft are on the cold (exit) side of the runway, minimum separation is 3000’ or once preceding aircraft is airborne. 6000’ minimum separation required or preceding aircraft is airborne for low approach behind touch and go and touch and go behind full stop.

A3.9.4. When a T-38 aircraft is following a formation, a T-6, a T-1, or when alternate runway side procedures are not used, minimum separation is 6000’.

A3.9.5. When a T-38 formation is following another AETC trainer-type aircraft, minimum separation is 6000’.

A3.10. **T-1s.**
A3.10.1. When a T-1 is following another T-1, minimum separation is 6000’ or once preceding aircraft is airborne.

A3.10.2. When a T-1 is following another AETC trainer-type aircraft, minimum separation is 6000’.

A3.11. **Night Operations.** At night, RSRS between all AETC trainer-type aircraft is 6000’ minimum.
ATTACHMENT 4

CUSTOMS AND BORDER PROTECTION OPERATIONS NEAR LAUGHLIN AFB

A4.1. The Laughlin AFB Class C inner ring (5NM radius and surface up to 5100’ MSL) will be divided into 4 distinct areas. They are defined as follows:

   A4.1.1. BP NORTH: The DLF 270 radial clockwise to the DLF 340 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 200’ AGL. This area is the approach end of RWY 13 (departure RWY 31).

   A4.1.2. BP EAST: The DLF 340 radial clockwise to the DLF 090 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 300’ AGL.

   A4.1.3. BP SOUTH: The DLF 090 radial clockwise to the DLF 160 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 200’ AGL. This area encompasses Sycamore creek, off the departure end of RWY 13 (approach RWY 31).

   A4.1.4. BP WEST: The DLF 160 radial clockwise to the DLF 270 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 300’ AGL.

   A4.1.5. See figure A4.1.

A4.2. If a Customs and Border Protection aircraft desires operation inside one of these defined areas aircraft will contact Laughlin Tower and request the desired area. Laughlin Tower will then clear the Customs and Border Protection aircraft into the requested Class C area, traffic and controller workload permitting. Customs and Border Protection aircraft will monitor Tower VHF frequency while flying in the Class C, and report when exiting.

A4.3. If an aircraft desires operation inside 2.5 DME, it will make that request to Tower on a case by case basis, i.e., Request BP East into the perimeter fence, remain below 300’ AGL.

A4.4. Tower will verify with Honcho RSU that no aircraft are on straight-in or pattern straight-in before clearing aircraft into BP North, BP West or BP South. This is because an aircraft on pattern straight-in is at 1600’ MSL (500’ AGL) in the Honcho pattern. Tower will also pass an estimated time of usage. RSU controllers should not allow pattern straight-ins when:

   A4.4.1. BP West or BP North are active while on RWY 13.

   A4.4.2. BP West or BP South are active while on RWY 31
Figure A4.1. Laughlin AFB Class C Inner Ring
Attachment 5

AIRFIELD DIAGRAM & RUNWAY GRADIENTS
Figure A5.1. Runway Gradients.
Attachment 6

13R PATTERN

DESCRIPTIVE AND RADIO PROCEDURES ( notes)
1. At FIO, maintain 3100' MSL if out of the weather by 3000'. If not, continue descent to maintain the highest altitude 500' below clouds. Cross SCHOOL in the block 2000' to 3100' MSL.
2. Report "RIO" to HOCHO or UHF Ch 4 squawk 0222.
3. Begin descent at the SCHOOL to be at 2100' MSL by the "H" field.

INSUFFICIENT RADAR SEPARATION (On departure with status of Due or Better)
- Climb or descend to 2900' MSL and turn to the west.
- Contact RSU: "Call Sign, insufficient separation, proceeding to VFR entry."
- Do not cross any published ground tracks until at 2600' MSL.
- Clear the pattern through VFR entry via normal breakout procedures.
Attachment 7

31L PATTERN

LAUGHLIN RWY 31L
HONCHO - CH 4

HIGH KEY 3600' - 4100' MSL
HIGH PATTERN 3100' MSL
LOW KEY 2600' MSL
BREAKOUT 2600' MSL
PATTERN 2100' MSL
STRAIGHT-IN 1600' MSL

WEATHER
INSTRUMENTS < 2000 MSL/G
REST PATTERN 2600 MSL/G
DUAL/LOW KEY 3100 MSL/G
SOLO 3100 MSL/G
HIGH KEY 4100 MSL/G

PATTERN PRIORITIES
EMERGENCIES
MIN FUEL
FORMATION S
RADAR ENTRIES
EST. IN PATTERN
VFR ENTRIES

PATTERN BREAKOUT / REENTRY
2000' (1600' -- ST-IN / 1100' CTR RWY)

INSUFFICIENT RADAR SEPARATION
1) CLIMB OR DESCEND TO 2000' MSL AND TURN TO THE WEST
2) CONTACT RSS -- "CALL SIGN, IN SUFFICIENT SEPARATION,
   PROCEEDING TO VFR ENTRY"
3) DO NOT CROSS ANY PUBLISHED GROUND TRACKS UNTIL AT
   2000' MSL
4) ENTER THE PATTERN THROUGH VFR ENTRY VIA NORMAL
   BREAKOUT PROCEDURES

RESTRICTED PATTERN
ENTER VIA STRAIGHT-IN
OR FROM CENTER RUNWAY
NO BREAKOUTS
RUNWAY 13L

Breakout/Yield 3100’ MSL
Overhead 2600’ MSL
Straight In 2100’ MSL
Low Closed 1800’ MSL

Pattern Priorities:
- Emergency
- West Fork Entry
- Established in Pattern
- VFR Reentry

Radar Breakout:
- 3100’ 045° CH15
- Remain VFR
Attachment 9

31R PATTERN

RUNWAY 31R
Breakout/Yield 3100' MSL
Overhead 2600' MSL
Straight in 2100' MSL
Low Closed 1800' MSL

Radar Breakout:
3100' 045° CHLS
Remain VFR

Pattern Priorities:
Emergency
Fort Clark Entry
Established in Pattern
VFR Reentry
Attachment 10

WIZARD 13 PATTERN

WIZARD 13 PATTERN
CHANNEL 6 (Duplex VHF CH 6, Wizard CTA, 123.075)

HIGH KEY 3500'-4000' MSL
HIGH PATTERN 3000' MSL
LOW KEY 2500' MSL
BREAKOUT 2500' MSL
PATTERN 2000' MSL
STRAIGHT-IN 1500' MSL
LOW CLOSED 1500' MSL

PATTERN PRIORITIES
EMERGENCIES
MIN FUEL
FORMATIONS
RADAR ENTRIES
EST IN PATTERN
VFR ENTRIES

PATTERN BREAKOUT / REENTRY
2500' MSL (1500 MSL -- ST-IN)

WEATHER
REST PATTERN 2600 MSL/3
DUAL / LOW KEY 3000 MSL/3
SOLO 3000 MSL/0
HIGH KEY 4000 MSL/3

RESTRICTED PATTERNS: Enter via a Straight-In from Qwail, NO BREAKOUTS

NOTE: Avoid overflight of Spoford while maneuvering to VFR Entry.
Avoid the ranch abeam the 2-mile point by 1/2 mile.
For ST-IN, begin descent once told "Report 5 Miles".
Descend to 2000' MSL inside of QWAIL for normal pattern altitudes.
Attachment 11

WIZARD 31 PATTERN

WIZARD 31 PATTERN

CHANNEL 6 (Duplex VHF CH 6, Wizard CTA, 123.075)

- HIGH KEY 3600'-4000' MSL
- HIGH PATTERN 3000' MSL
- LOW KEY 2500' MSL
- BREAKOUT 2500' MSL
- PATTERN 2000' MSL
- STRAIGHT-IN 1500' MSL
- LOW CLOSED 1500' MSL

WEATHER
- REST PATTERN 2600' MSL
- DUAL LOW KEY 3000' MSL
- SOLO 5500 MSL
- HIGH KEY 4000 MSL

PATTERN PRIORITIES
- EMERGENCIES
- MIN FUEL
- FORMATIONS
- RADAR ENTRIES
- EST. IN PATTERN
- VFR ENTRIES

PATTERN BREAKOUT / REENTRY
- 2500' (1500' - ST-IN)

RESTRICTED PATTERNS:
- ENTER VIA STRAIGHT-IN FROM PANEE
- NO BREAKOUTS

NOTE: Avoid overflight of Spotford while maneuvering to VFR Entry. For ST-IN, begin descent once told "Call 5 Miles".
Attachment 12

AIRCRAFT ABANDONMENT