BY ORDER OF THE COMMANDER
56TH FIGHTER WING (AETC)

LUKE AIR FORCE INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS AND BASE FLYING PROCEDURES

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This instruction implements and extends Air Force Policy Directive (AFPD) 11-2, *Aircraft Rules and Procedures*, and AFPD 13-2, *Air Traffic, Airspace, Airfield, And Range Management*, and prescribes standard operating procedures to be used by pilots, air traffic controllers, airfield management personnel, flight data coordinators and others involved in the flying operations at Luke AFB. This instruction establishes policies and procedures for conducting airfield and flying operations at Luke Air Force Base (AFB). It provides descriptions of Luke's air traffic control facilities, defines the local flying area, outlines procedures for recurring airfield maintenance, and establishes procedures for the orderly control of all aircraft assigned to Luke AFB or operating in Luke's airspace. This instruction is directive in nature with intent to standardize local procedures while not restricting mission accomplishment. This instruction applies to Air Force Reserve and Air National Guard units and members. In addition to this instruction, pilots should refer to AFI 13-204, Volume 3, *Airfield Operations Procedures and Programs*, AFI 11-2F-16, Volume 3, *F-16 Operations Procedures*, AFI 11-2F-35, Volume 3, *F-35 Operations Procedures*, and AFI 11-2F-35A, Volume 3, *F-35A Operations Procedures*, for further details and procedures. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. Any changes to this instruction must be coordinated with 56 OSS/OSA and 56 OG/OGV. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS). This publication may not be supplemented or further implemented/extended. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms*

Management, for a description of the authorities associated with the Tier numbers. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This publication has been substantially revised and must be reviewed. The following were changes to this document: Revision of all obsolete references, weekend/holiday hours information, base weather hours information, "wing flying" definition, evacuation of Tower procedures, definition of "north point", aircraft parking by squadron, aircraft taxiing requirements, standard taxi routes, large wingspan aircraft restrictions, civil use of Luke AFB and NAVAIDs, live ordinance scheduling procedures, VFR recovery procedures, IMC departure procedures, radar re-entry procedures, SFO/PFO procedures, airfield diagram, NORDO procedures, fuel dumping, hung gun/flare procedures, gear pin procedures, barrier certification procedures and configuration, increase wake turbulence procedures, hot brakes procedures, AOB schedule, members, and agenda; renumbered paragraphs and attachments; added Transient Alert services, spall repair and maintenance procedures, POFZ, restricted/classified areas on the airfield, VFR weather minimums, arm/de-arm areas, procedures not applicable, unscheduled arrival procedures, AUX-1 radar traffic pattern attachment, VFR pattern attachments, auxiliary power for ATCALS facilities procedures, hot pit refueling procedures, towing procedures, civilian use of AUX-1 procedures, VFR high departure attachments, Runway 21 mirror image visual hazard attachment, and Luke AFB standard radio calls attachment.

Chapter 1

GENERAL

1.1. Local Flying Area.

1.1.1. Luke's local flying area consists of Class A, B, D, and E airspace (See **Attachments 3 - 5**).

1.1.1.1. Radar Approach Control (RAPCON) Airspace. RAPCON airspace is depicted in **Attachment 3**.

1.1.1.2. Class A Airspace. Class A airspace exists within the lateral confines of RAPCON airspace at or above FL180 (**Attachment 3**). All operations in Class A airspace will be conducted under IFR.

1.1.1.3. Class B Airspace. A sector of the Phoenix Class B airspace from 4,000' MSL to 9,000' MSL overlies Luke AFB, Glendale airport, and Goodyear airport but is controlled by Luke during RAPCON hours of operation (**Attachment 3**). Clearance to enter and exit the Luke-controlled sector of the Class B is implied when aircraft are departing or arriving on a published IFR or VFR procedure, or on radar vectors and under ATC control. This clearance also applies to aircraft cleared for a Simulated Flame Out (SFO) or Precautionary Flame Out (PFO) approach. Class B services, including separation between VFR aircraft, shall be provided by ATC in this sector of airspace. Pilots shall remain clear of the remaining Class B unless clearance to enter is received from Phoenix Approach Control.

1.1.1.4. Class E Airspace. The airspace within the lateral confines of RAPCON airspace below FL180 and above 700' AGL is Class E, not including the Class B shelf. (**Attachment 3**).

1.1.2. Tower Airspace. Tower airspace is depicted in **Attachment 4**. Pilots shall avoid Goodyear (GYR) and Glendale (GEU) Class D areas as they are in close proximity to Luke AFB unless cleared by Air Traffic Control (ATC). To accommodate the SFO/PFO pattern, the airspace above the Class D airspace from 4,000' MSL to 13,000' MSL within a 4 NM radius of Luke will be delegated by the RAPCON to the Tower during wing flying, between official sunrise and sunset. A portion of the SFO/PFO pattern is in the Luke-controlled sector of the Class B airspace. When the airspace has been delegated, the RAPCON will ensure all non-participating aircraft (non-SFO/PFO aircraft) will be separated from the Tower delegated Class B/E airspace.

1.2. VFR Local Training Areas.

1.2.1. Deer Valley, Glendale, Goodyear, and Buckeye airports have multiple VFR aircraft that operate within the confines of Luke AFB airspace. Use caution for VFR aircraft conducting pilot training and certification within the local area.

1.2.2. Luke AFB Special Air Traffic Rule (SATR) airspace. According to the Code of Federal Regulations 14 CFR Part 93, pilots operating under Visual Flight Rules (VFR) in the vicinity of Luke AFB are required to establish and maintain two-way radio communication

with Luke RAPCON prior to entering and while operating in the area. SATR Airspace is depicted in **Attachment 5.**

1.2.3. The SATR airspace is active during official daylight hours Monday through Friday during 56 FW flying and is broadcast on the local Automatic Terminal Information Service (ATIS); other times by NOTAM.

1.3. Local Aircraft Priorities.

1.3.1. ATC applies Federal Aviation Administration (FAA) Joint Order (JO) 7110.65 priorities (*e.g.,* aircraft in distress, medical evacuation, flight check, etc.), then the following local priorities in the order listed:

1.3.2. 56 FW Departures. When operationally necessary to facilitate departures, Tower may direct Luke-assigned aircraft to recover with radar service to the overhead pattern after coordination with RAPCON.

1.3.3. 56 FW check flights using a "___ 91" call sign.

1.3.4. 56 FW missions requiring practice approaches, using a"___ 11, 21, 31, etc." call sign.

1.3.5. Other 56 FW aircraft.

1.3.6. 161 ARW aircraft.1.3.6. Other aircraft. Luke RAPCON is a component of the National Airspace System (NAS) and is required to provide service to the general aviation community as well as those listed above on a first come, first serve basis.

1.4. Local Aircraft Channelization.

1.4.1. ATC may use channel numbers in lieu of the frequencies shown in **Table 1.1** for base-assigned aircraft.

Table 1.1. Local Aircraft Channelization.

Channel	Agency (Function)	Frequency UHF	Frequency VHF
2	Ground Control	335.8	133.175
3	Tower (Local Control)	379.9	119.1
4	South Approach	263.125	125.45
5	North Approach	363.125	118.15
6	Albuquerque Center (South, Sector 42)	288.3	126.45
7	Albuquerque Center (North, Sector 43)	298.9	128.45
9	56 FW SOF (Ground Emergencies)	369.0	149.4
10	Snake Eye South	264.125	122.775
11	Snake Eye North	294.9	
20	Single Frequency Approach (In-flight Emergencies)	291.1	
VHF 20	ATIS	269.9	134.925

1.5. Flight Following.

1.5.1. Tower will pass local mission departure and arrival times to base agencies using the Graduate Training Integrated Management System (GTIMS) within 15 minutes of the departure/arrival. Command Post is responsible for monitoring all aircraft on stereo flight plans. Luke Airfield Management is responsible for monitoring aircraft on a DD Form 175, *Military Flight Plan,* or a DD Form 1801, *DoD International Flight Plan.* Tower will pass arrival and departure times to Luke Airfield Management for aircraft on DD Form 175 or DD Form 1801 flight plans.

1.6. Notice to Airmen (NOTAM) Procedures.

1.6.1. RAPCON is designated the primary NOTAM monitoring facility. Airfield Management is responsible for sending NOTAMs affecting Luke AFB airfield and flying operations. The RAPCON Watch Supervisor shall coordinate with Airfield Management to issue NOTAMs of Air Traffic Control and Landing Systems (ATCALS) interruptions and malfunctions.

1.7. Waivers to Airfield/Airspace Criteria.

1.7.1. MAJCOM/CV is the approval authority for all operational waivers involving airfield and/or airspace operations, unless delegated to MAJCOM or other authority. Airfield management has the authority to impose airfield restrictions, and suspend/resume airfield, runway or taxiway operations. Refer to AFI 13-204 V2, *Airfield Operations Standardization and Evaluation,* for procedures on processing airfield/airspace waivers. Waivers are tracked during the quarterly Airfield Operations Board (AOB).

Chapter 2

AIRFIELD OPERATIONS

2.1. Operating Hours.

2.1.1. The airfield (Airfield Management Operations) and the air traffic control tower (Tower) are open Monday through Thursday, 0630L to 2230L (1330Z – 0530Z) and Friday, 0630L to 1830L (1330Z – 0130Z). Airfield Management and the Tower are closed on weekends, holidays and 56 FW down days, but may be opened as required and published accordingly by NOTAM. The Radar Approach Control (RAPCON) is open Monday through Thursday, 0600L to 2230L (1300Z – 0530Z) and Friday through Sunday from 0600L – 2100L (1300Z – 0400Z) to support the NAS.

2.1.2. The airfield and Tower operating hours specified above only apply when wing flying is scheduled. Wing flying begins when the first 56 FW local sortie taxis for departure and ends when the last local sortie shuts down.

2.1.3. The Automatic Terminal Information Service (ATIS) operates 24 hours a day, 7 days a week. Airfield information is available during operating hours. "*Luke Tower closed*" is broadcast outside operating hours. The ATIS can be accessed by calling 623-856-2361/2362.

2.2. After Hours Airfield Operations.

2.2.1. If an aircraft must depart or land at Luke when the airfield, Tower and RAPCON are closed, Command Post will notify 56 OSS/OSA per the Airfield Operations Flight stand-by personnel letter. 56 OG/CC approval is required for after hours operations.

2.2.2. The airfield may be opened before or after hours and on weekends and holidays to support 56 FW and 944 FW operations, deployments, HHQ taskings, Air Evac missions, or other mission requirements. Units requiring such support shall coordinate with the Airfield Operations Flight Commander (56 OSS/OSA) in advance to ensure their requirements are met.

2.2.3. Weekend or holiday hours are disseminated by Airfield Management on Fridays or the last official duty day of the week. All facilities (RAPCON, Tower, and Airfield Management) will be open and operational 1 hour prior to an arrival and 30 minutes prior to a departure, based on proposed times.

2.2.4. All base agencies must coordinate with 56 OSS/OSA prior to planning any non-airfield related activities within the boundaries of the airfield. Applicable NOTAMs or closures must be considered.

2.3. Runway Selection Procedures.

2.3.1. The Supervisor of Flying (SOF), after coordination with the Tower Watch Supervisor, will select the active runway. In the absence of a SOF, the Tower Watch Supervisor will select the active runway.

2.3.2. Runway 03R/21L is the primary instrument runway. It will be used for departures, instrument approaches and visual straight-in approaches unless otherwise directed by ATC.

2.3.3. Runway 03L/21R is the primary runway for all overhead approaches, SFOs/PFOs, and closed traffic. Tower may assign Runway 03R/21L based on traffic.

2.3.4. Tower will notify RAPCON and Airfield Management of the runway in use and broadcast this information on the ATIS. Airfield Management will notify the Command Post of the runway in use.

2.3.5. Prevailing winds will be used to determine the runway in use. Once the runway is established, a tailwind component of 10 knots or less is acceptable to minimize runway changes. In the event that observed/forecast winds are calm, Runway 03 is the calm wind preferred runway.

2.4. Opening/Closing and Suspending/Resuming Runway Operations.

2.4.1. The Airfield Manager, or designated representative, has the authority to open/close and suspend/resume airfield, runway, or taxiway operations.

2.4.2. Tower, Airfield Management, or SOF may temporarily suspend operations to a runway or taxiway for safety, runway or barrier inspections, runway sweeping, etc.

2.4.3. The Airfield Manager, or designated representative, will inspect runways and taxiways each day prior to the start of flying. During hours of darkness an abbreviated airfield check will be conducted and documented. Full inspection will occur as soon as daylight is adequate to complete requirements. Procedures will be IAW OSAA OI 13-204, *Airfield Management.*

2.4.4. The Airfield Manager, or designated representative, is responsible for determining runway status. The runway must be inspected prior to opening a closed runway or resuming operations after runway suspensions. The Airfield Manager, or designated representative, will notify the Tower when the runway is open.

2.5. Permanently Closed/Unusable Portions of the Airfield.

2.5.1. Taxiway Foxtrot and Taxilane Echo between Runway 03R/21L and Taxiway Alpha is closed.

2.6. Runway Surface Conditions/Runway Condition Readings.

2.6.1. Runways 03R/21L and 03L/21R are concrete. Airfield Management will determine the runway surface condition and pass changes to Tower, RAPCON, Base Weather and Command Post. Airfield Management will re-inspect the runway every 60 minutes, or as requested by Tower, when the runway is wet. If any significant standing water/puddles are present on the runway, or greater than 25 percent of the runway is wet, Airfield Management will report the runway as "Wet" with water depth to the nearest 1/10th of an inch. Runway surface conditions will be broadcast on the ATIS when conditions are other than dry. Runway condition readings are not applicable at Luke AFB due to the lack of snow and ice.

2.7. Aircraft Arresting Systems (AAS).

2.7.1. AAS locations are depicted in **Attachment 2**.

2.7.2. Runway 03R/21L. Runway 03R/21L BAK-12s are located 1,453' from the north threshold and 1,413' from the south threshold (AAS #3 and #2, respectively). MB60 Textile

Braking Systems (MB60 TBS) are located 35’ into the north and south overruns (AAS #4 and #1, respectively).

2.7.3. Runway 03L/21R. Runway 03L/21R BAK-12s are located 1,519’ from the north threshold and 1,444’ from the south threshold (AAS #6 and #7, respectively). MB60 TBS cables are located 35’ into the north and south overruns (AAS #5 and #8, respectively).

2.7.4. Configuration. Barrier Maintenance will verify AAS configuration with Tower prior to the airfield opening each day and will reconfigure cables and barriers whenever a runway change occurs. BAK-12s will be strung with the 8-point tie-down system at all times.

2.7.4.1. For dual runway operations the standard configuration will be: The inside runway will have both departure end cables (BAK-12 and MB60 TBS) in place, and the outside runway will have the approach end BAK-12 and both departure end cables (BAK-12 and MB60 TBS) in place. Flight leads shall advise the Tower local controller on initial contact if they intend to taxi past the raised cable for takeoff.

2.7.4.2. For extended single runway operations (as determined by the SOF), both departure end cables and an approach end BAK-12 will be raised.

2.7.5. Barrier Inspections and Maintenance. Barrier Maintenance will inspect all AAS prior to airfield opening, make periodic arresting system checks, and report the status to the Tower and Airfield Management. Personnel will use easy to understand descriptions such as “operational, not operational” and “in-service, out of service” consistently when reporting system status. Barrier Maintenance will coordinate with Tower and Airfield Management prior to deviating from normal arresting system configuration or performing system maintenance.

2.7.6. Engagements. Following an engagement, the aircraft will normally be shut down and towed from the runway. Fire Emergency Services personnel will rewind the BAK-12 barrier tape or remove the engaged MB60 TBS with assistance from Barrier Maintenance. Airfield sweeper will be dispatched and stand-by for cleanup actions; Airfield Management will inspect the runway prior to resuming operations. AAS crews will not release the runway to Airfield Management until they confirm the AAS is operationally ready. If extensive repairs are required, Barrier Maintenance will configure the remaining AAS and notify Tower and Airfield Management when complete. Procedures for certification engagements are contained in **paragraph 7.9**.

2.7.7. AAS Operations During Severe Weather. Crash Recovery and Fire Emergency Services will take the following action to recover an aircraft engaged in an AAS when severe weather (lightning, dust storm, severe rain, wind in excess of 30 knots) is reported within 5 NM of Luke AFB:

2.7.7.1. Upon arrival at the AAS, disengage the aircraft from the barrier and cable.

2.7.7.2. Contact SOF to determine if the AAS is required to recover additional aircraft. If SOF determines the AAS is not required, personnel will immediately exit the runway, without rewinding the barrier, and take shelter in the nearest vehicle or building.

2.7.7.3. If wind damage to tapes is highly probable, the senior barrier maintenance official on scene will determine if tapes shall be rewound to avoid failure of the AAS.

2.7.7.4. Once severe weather has left the area and the SOF has given the all clear to resume normal airfield operations, Barrier Maintenance will rewind, reset, and certify the barrier operation.

2.7.7.5. If a runway change is planned or in progress during the arrival of severe weather, the SOF will determine if flying operations would be jeopardized by delaying the runway change and notify Barrier Maintenance accordingly.

2.8. Runway Change Procedures.

2.8.1. The Tower Watch Supervisor will coordinate with the SOF (during wing flying) and RAPCON Watch Supervisor to select an optimum time for the runway change.

2.8.2. Runway 03L/21R will normally be changed first. Aircraft will operate in the original direction of traffic (unless directed by ATC to a different runway for weather) until arresting systems have been changed on the first runway.

2.8.3. During runway changes pilots can expect to be directed to initial. Pattern work, SFOs/PFOs and straight-ins will be handled on a case-by-case basis, depending on traffic volume. Pilots may be directed to carry straight-through initial and report the VFR reentry point (Caterpillar or AUX-3).

2.8.3.1. Tower will:

2.8.3.2. Notify RAPCON, Barrier Maintenance, Fire Emergency Services, and Airfield Management of planned runway changes, which runway will be changed first, single runway operations, single runway operations in the new direction, and completion of the runway change.

2.8.3.3. Notify all wing aircraft on guard (243.0) of the estimated start time of a runway change as early as possible. Guard transmissions shall also be made when single runway operations commence, when single operations begin in the new direction, and completion of the runway change.

2.8.3.4. During wing flying, notify Gila Bend Tower of single runway operations, when the runway change is complete, and request guard transmissions be made as stated in **paragraph 2.8.3.2**

2.8.4. Airfield Management will:

2.8.4.1. Notify Weather when a runway change is planned and which runway will be changed first.

2.8.4.2. Notify Command Post and Weather when operations begin in the new direction.

2.8.5. SOF will notify End of Runway (EOR) crew when to move to the opposite EOR location.

2.8.6. During the winter months (October through February), the sun can obscure Runway 21 when within 30 degrees of runway heading and less than 25 degrees elevation. These conditions typically occur within 1 hour of sunset. If Runway 21 is active and conditions permit, conduct a runway change to establish dual Runway 03 operations at 1500L.

Note: If Runway 21 is required, Tower will ensure runway edge lights, threshold lights, and approach lights are on and set to maximum intensity (Step 5) 1 hour prior to sunset. Continue

maximum intensity lighting (unless otherwise requested by airborne pilots) until sunset, then set as required for night operations.

2.9. Airfield Lighting Systems.

2.9.1. Approach lights are only available on Runways 03R/21L and are available as Approach Lights System with Sequenced Flashing Lights (ALSF-1) and Simplified Short Approach Lighting System with Runway Alignment Indicators (SSALR). The SSALR is an abbreviated form of the ALSF-1 and will be used most of the time IAW Unified Facilities Criteria (UFC) 3-535-01, *Visual Air Navigation Facilities*, based on weather conditions and for energy conservation purposes. The Tower will determine appropriate light settings based on current visibility IAW FAA JO 7110.65, pilot request or **paragraph 2.8.6** Airfield lighting will be operated IAW **Table 2.1**

2.9.2. The 56 CES, Electrical Systems Shop will inspect, maintain, and repair all airfield lighting systems to include apron lighting and obstruction lighting on each facility. All Airfield Lighting Systems will be maintained and operated IAW UFC 3-535-01 and FAA JO 7110.65.

2.9.3. The Electrical Systems Shop will maintain a dedicated airfield lighting crew to perform daily airfield lighting inspections and checks. The crew will inform Airfield Management of any major discrepancies or outages before the first take-offs. An on-call crew will be available after normal duty hours. A current on-call roster will be kept on-file at the CE Service Call desk.

2.9.4. After completion of all airfield lighting inspections and checks, the crew will report any remaining discrepancies to Airfield Management with current status and estimated time of completion. Airfield Lighting will advise Tower when check is complete and airfield lighting system is returned to Tower control.

2.9.5. Airfield Management will perform nightly checks of all airfield lighting systems, log all discrepancies and brief the results to the airfield lighting crew the following morning prior to opening the airfield. Airfield lighting checks will be accomplished IAW AFI 13-204 V3, *Airfield Operations Procedures & Programs*.

2.9.6. Airfield Management will notify airfield lighting crews via CE Service Call when major airfield lighting outages are observed. Flight Safety NOTAMS will be disseminated IAW AFI 11-208, *Department of Defense NOTAM System.*

2.9.7. Tower will control all lights on the airfield including the intensity of the lights. When required, the Tower will relinquish control of the lights to the airfield lighting repair crew to perform repair or maintenance. Electrical personnel will return control of lights when complete.

Table 2.1. Airfield Lighting.

Precision Approach Path Indicators (PAPIs). Turn on:		
	STEP 4	Sunrise to Sunset.
	STEP 3	Sunset to Sunrise.
High Intensity Runway Lights (HIRLs). Turn on when visibility is:		

		DAY	**NIGHT**
	STEP 5	Less than 1 mile.	When requested.
	STEP 4	1 to, but not including, 2 miles.	Less than 1 mile.
	STEP 3	2 to, but not including, 3 miles.	1 to, but not including, 3 miles.
	STEP 2	When requested.	3 to 5 miles
	STEP 1	When requested.	More than 5 miles.
Taxiway Lights. Turn on all taxiway lights between sunset and sunrise, or when visibility is less than 1 mile.			
Note: Runway edge lights are on Step 2 at night (to enhance runway visibility).			
Approach Light System (ALSF-1). Turn on when visibility is:			
		DAY	**NIGHT**
	STEP 5	Less than 1 mile.	When requested.
	STEP 4	1 to, but not including, 3 miles.	When requested.
	STEP 3	3 to, but not including, 5 miles.	Less than 1 mile.
	STEP 2	5 to, but not including, 7 miles.	1 to 3 miles, inclusive.
	STEP 1	When requested.	Greater than 3 miles.
Note: Daylight steps 2 & 3 provide recommended settings applicable to conditions.			

2.10. Local NAVAIDs and ILS Critical Areas.

2.10.1. Luke AFB owns the NAVAIDs listed in Table 2.2. PMI times are prescribed in the Luke AFB ATCALS MOU, contact 56 OSS/OSA for a copy of the MOU.

Table 2.2. Luke AFB NAVAIDs.

NAVAID	ID	Category / Location	Frequency
ILS Runway 03R	I-EMJ	I / Luke AFB	108.70
ILS Runway 21L	I-LUF	I / Luke AFB	110.90
ILS Runway 11	I-BRZ	I / Aux Field	109.70
TACAN	LUF	N/A / Luke AFB	DME 113.0, Ch 77

2.10.2. Other NAVAIDs in the local area are listed below:

Table 2.3. Other NAVAIDs in the Local Area.

Name	ID	Type	Class	Frequency	Ch	Altitude Code	Voice	Radial/DME from LUF
Buckeye	BXK	TACAN	L	110.6	43	Low	Yes	244/23
Phoenix	PXR	VORTAC	H	115.60	103	High	No	094/22
Drake	DRK	VORTAC	H	114.10	88	High	No	343/70
Stanfield	TFD	VORTAC	H	114.80	95	High	Yes	136/46
Blythe	BLH	VORTAC	H	117.40	121	High	Yes	259/119
Gila Bend	GBN	VORTAC	H	116.60	113	High	Yes	190/38
Willie	IWA	VORTAC	L	113.30	80	Low	No	098/39

2.10.3. ILS Critical Areas. ILS critical areas and procedures are depicted in **Attachment 6**.

2.11. Alternate Facilities.

2.11.1. 56 OG/CC has approved the following alternate facilities.

2.11.2. The RAPCON alternate facility is Phoenix Terminal Radar Approach Control (TRACON). A minimum of two hours is required for relocation before limited radar service can resume. Normally the RAPCON will only relocate for long-term outages with approval from the 56 OG/CC. When operating at Phoenix TRACON, alternate frequencies will be assigned and the following service limitations apply:

2.11.2.1. From the South, maintain VFR above 7500' MSL, fly the VALLY Recovery ground-track and expect two-way communications at COPPA (Estrella mountains may cause intermittent radio reception). If no radio contact with Luke Approach, contact Tower NLT CBANA.

2.11.2.2. From the West, expect two-way communications 5 NM east of TANKZ. Maintain VFR and comply with Tankz Recovery. If no radio contact 10 NM west of Luke, contact Tower.

2.11.2.3. Multiple instrument approaches at Luke AFB are permitted on a work-load permitting basis.

2.11.2.4. No single frequency approaches available for emergency aircraft.

2.11.2.5. AUX-1 pattern and approaches are available on a work-load permitting basis and normally limited to one aircraft at a time.

2.11.3. The Tower does not require an alternate facility.

2.11.4. The Airfield Management alternate facility is the Tower Simulator System (TSS) Bldg 955. The Airfield Management phone number at the TSS is 6-3570. When operating at the TSS building, the following service limitations apply:

2.11.4.1. Flight plan processing will be delayed.

2.11.4.2. Support for anti-theft or hijack OPLANs and cooperative weather support requirements will be limited.

2.11.4.3. A preset teleconference phone system will be utilized to activate the Secondary Crash Net (SCN).

2.12. Evacuation of RAPCON.

2.12.1. The RAPCON will be evacuated for a bomb threat, fire, natural disaster, or as deemed necessary by the Watch Supervisor or Senior Controller to Airfield Management (Bldg 453) or EOD (Bldg 986). In the event of evacuation, aircraft shall proceed VFR and contact Luke Tower. If unable, contact Albuquerque Center or Phoenix Approach and remain clear of Phoenix Class B Airspace.

2.13. Evacuation of Tower.

2.13.1. The Tower will be evacuated for a bomb threat, fire, high winds, natural disaster, or as deemed necessary by the Watch Supervisor or Senior Controller. Although the Tower is designed to withstand winds of up to 88 knots, the SOF and Watch Supervisor or Senior Controller will evacuate to the RAPCON when the surface wind (as measured on the AFAS) is sustained at 60 knots or more for more than three seconds. All other Tower personnel will evacuate to the TSS (Bldg 955) for wind related evacuations. For other reasons for evacuation, the Tower will evacuate to the RAPCON or EOD (Bldg 986). Time permitting; Tower personnel will take the following actions:

2.13.2. Activate the Primary Crash Alarm System (PCAS).

2.13.3. Transmit on all Tower frequencies including 243.0/121.5 that Luke Tower is being evacuated and will be unable to provide service until further notice. If tower personnel are unable, RAPCON will make this transmission. Direct all aircraft in the pattern to maintain VFR and contact Luke approach. *"Attention all aircraft, Luke Tower is evacuating, maintain VFR. Contact Luke Approach on 363.125 or 118.15 for airfield advisories."* All ground traffic will be instructed to return to parking. Instruct all vehicles to remain off the CMA.

2.13.4. During an evacuation or total loss of power, the airfield will become an uncontrolled airport. SOF will coordinate landings or diverts with airborne aircraft from an alternate location (RAPCON or squadron ops building). All landings at Luke will be at the pilot's own risk.

2.13.5. Airfield Lighting will continuously monitor the FM 1 net and adjust light settings as required.

2.14. Evacuation of Airfield Management.

2.14.1. Airfield Management and Weather will evacuate to the TSS (Bldg 955) for a bomb threat, fire, natural disaster, or as deemed necessary by the Airfield Manager, Weather Flight Commander or designated representatives. If time permits, Airfield Management will activate the Secondary Crash Net (SCN) to notify agencies of evacuation.

2.15. Resuming Operations at the Primary Facility.

2.15.1. If the evacuation was due to a bomb threat, controllers, airfield management, or weather personnel will not return to the primary facility until cleared to do so by the on-scene commander.

2.15.2. If evacuation was due to high wind, or natural or man-made disasters, operations will not resume until:

2.15.2.1. Tower only. Surface wind velocity as displayed on the RAPCON weather display is less than 50 knots for at least 15 continuous minutes after relocation. RAPCON Watch Supervisor will notify Tower Watch Supervisor when winds are as stated.

2.15.2.2. The building is thoroughly inspected for damage. If there is reason to believe that the structure may be unsafe, normal operations will not be resumed. Report damage or equipment problems to the Chief Controller and Airfield Manager.

2.15.3. When it is safe to return to the primary facility and resume normal operations, take action to notify all appropriate agencies and regain airspace.

2.16. Civil Aircraft Use of Luke Airfield and NAVAIDs.

2.16.1. Authorization for civil aircraft to land at Luke AFB will be verified with Airfield Management IAW AFI 10-1001, *Civil Aircraft Landing Permits*. The Airfield Manager is the designated representative for determining use of Luke AFB by civil aircraft.

2.16.2. Civil aircraft are not authorized to use Luke AFB or Gila Bend AFAF to conduct practice instrument approaches or VFR pattern work. Approval authority for exceptions to this policy is the 56 OG/CC for Luke AFB and 56 RMO for Gila Bend AFAF. Civil aircraft are authorized to use Aux Field ILS.

2.16.3. Luke AFB NAVAIDs are not integrated into the National Airspace System (NAS), and not normally authorized for civil use. Exceptions: Emergency situations and flight check.

2.16.4. If a civilian aircraft is given approval to land at Luke AFB, 56 SFS personnel are required to vet all passengers prior to disembarking the aircraft. Airfield Management will notify 56 SFS of proposed civilian aircraft arrivals.

2.17. Air Evac Operations.

2.17.1. Airfield Management will serve as the single point of contact for air evac aircraft. Tower and Airfield Management will coordinate all known information as it becomes available and advise Command Post. Air Evac helicopters will normally be VFR with no advanced flight plan. Air Evac aircraft will normally be parked directly in front of Base Operations on the DV line unless otherwise coordinated.

2.18. Distinguished Visitor (DV) Arrivals.

2.18.1. Airfield Management will notify Tower, RAPCON, Command Post, Transient Alert, Security Forces, and Protocol of inbound and outbound aircraft carrying DVs.

2.18.2. When RAPCON is notified of an inbound DV they will make one phone call to Airfield Management when the aircraft is approximately 30 NM out. Relaying DV

information is secondary to ATC services. Requests for DV information shall be directed to Command Post.

2.18.3. Tower will provide Airfield Management with a 15 NM inbound call. Airfield Management will then notify Command Post and Transient Alert.

2.18.4. Aircraft will be parked directly in front of Base Operations on the DV line. Airfield Management will notify Tower prior to landing if the aircraft is to be parked elsewhere.

2.19. Quiet Hours.

2.19.1. The term "quiet hours" is used to denote a period of reduced airfield noise levels at Luke AFB. Trim Pad 5 will not be used from 2000L to 0600L without approval from the MXG/CC or designated representative. Ceremonies that require quiet hours are airfield ceremonies, flagpole ceremonies, and Fallen Warrior Recovery. Operations permitted during quiet hours are dependent on the type of ceremony being conducted. Airfield management will normally transmit a NOTAM for quiet hours 72 hours prior to the event or as soon as information is received if less than 72 hour notice is given. Changes to procedures for quiet hour ceremonies must be approved by the 56 OG/CC.

2.19.1.1. Airfield Ceremony. The following procedures apply:

2.19.1.2. No takeoffs, taxiing, overhead patterns, SFOs/PFOs, AGE operations, fueling operations, vehicle movement, engine starts, jet engine run-ups and/or maintenance runs will be permitted.

2.19.1.3. Arriving aircraft will be given a straight-in full-stop landing, preferably to Runway 03L/21R. Pilots will not taxi back to parking until the ceremony is complete. Aircraft will be shut down in arm/de-arm, if required.

2.19.1.4. Normal operations may resume once the SOF is contacted by the 56 OG/CC or a designated representative.

2.19.2. Flagpole Ceremony. The following procedures apply:

2.19.2.1. No takeoffs or aircraft operations on Taxilane Bravo and adjacent parking ramps will be permitted.

2.19.2.2. Overhead patterns and SFOs/PFOs are limited to syllabus required transition (TR) training.

2.19.2.3. AGE operations, engine starts, taxiing, and straight-in landings are permitted with the exception of the above restrictions.

2.19.3. Fallen Warrior Recovery (FWR). The following procedures apply:

2.19.3.1. FWR quiet hours will be in effect for the duration of the FWR as defined as aircraft parking until SOF notification that the ceremony has ended. The typical length of the ceremony is 20 minutes. The ceremony is held on row 8 in front of Base Operations.

2.19.3.2. Takeoffs will be restricted to the outside runway unless circumstances dictate otherwise. East ramp AGE operations, engine starts, jet engine run-ups and/or maintenance runs will be avoided if possible, especially near row 8.

2.19.3.3. Arriving aircraft will be given a straight-in full-stop landing, preferably to Runway 03L/21R with the exception of syllabus required transition (TR) training. TR sorties may continue to conduct required training to the outside runway.

2.19.3.4. Taxi operations will only be restricted on Taxilane Bravo. All other movement areas are unrestricted. Pilots in parking will delay the run-up and shutdown until quiet hours are terminated if able.

2.19.3.5. 56 OSS/OSO (Current Operations) will notify all squadrons of FWR quiet hours if informed prior to the date of arrival. If notified day of event, 56 OSS/OSAA (Airfield Operations) will inform the SOF. SOF will issue FWR quiet hours to all Ops Sups and the 56 OG representative, but does not require 56 OG/CC approval. Airfield Operations will notify the SOF once the ceremony has concluded to terminate FWR quiet hours.

2.20. Hot/Hazardous/Dangerous Cargo and Explosive Laden Aircraft Procedures.

2.20.1. Airfield Management will advise Tower and Command Post when a transient aircraft will land or depart with hot cargo or explosives. Airfield Management will notify Transient Alert to ensure correct parking location of the aircraft based on the type of hazard. Designated parking areas are (**Attachment 2**):

2.20.2. Explosives Primary - Taxilane Echo between Runway 03R/21L and Taxiway Charlie.

2.20.3. Explosives Alternate - North Hammerhead Runway 03L (Heavy aircraft only – no fighters).

2.20.4. Non-Explosive Hot Cargo - The primary location for parking of hazardous cargo (non-explosive) is the transient parking rows. The alternate locations are Taxilane Echo and the North and South hammerheads if the primary location is occupied. The nature of the hazardous cargo (classes) must be provided by the aircrew prior to determining the parking location.

2.20.5. Taxiways adjacent to the affected area(s) will be closed during uploading/downloading of hot cargo/explosives. Airfield Management will issue a NOTAM announcing the closures and advising of aircraft parked on the hammerhead or within the runway lateral clearance zone (as necessary).

2.21. Bird Activity.

2.21.1. Bird activity and bird watch condition changes and procedures are established in 56 FW OPLAN 91-2, *Bird Aircraft Strike Hazard Reduction Plan*. All bird reports or observed activity shall be passed to Tower, RAPCON, Airfield Management or SOF. When bird condition is other than low, Tower will broadcast bird watch conditions on the ATIS.

2.22. Crop Dusting Operations.

2.22.1. Crop dusters have approval to conduct spraying operations within designated areas of the Luke Class D airspace. Crop dusters have no radio capability (NORDO) but the pilots will contact Tower by telephone in advance of spraying operations IAW FAA JO 7110.65. Tower controllers will advise RAPCON, issue traffic advisories, and include an advisory on the ATIS.

2.23. Condors Model Airplane Club.

2.23.1. Condors Model Airplane Club operates on the northwest portion of Luke AFB (adjacent to Bldg 1040) on weekends and 56 FW down days. Condors Club will notify Airfield Management at least 48 hours in advance of any scheduled operations IAW the 56 OSS Airfield Management and Condor Model Airplane Club Letter of Agreement (LOA) on file with 56 OSS/OSA.

2.24. Skeet Range.

2.24.1. The skeet range is located at the southwest corner of the airfield and is approved to operate Saturdays (0800-1300L), Wednesdays (1 September – 31 May 0800-1300L). Other times may be approved with coordination at least 24 hours prior with Airfield Management.

2.24.1.1. The Skeet Range will:

2.24.1.2. Enter/exit the range only through the gate leading off the installation and will not enter the range via the west perimeter road.

2.24.1.3. Notify Airfield Management prior to the start of and termination of any range operations. Notifications will be made via Airfield Management Operations (623-856-7132/7131).

2.24.1.4. Ensure Airfield Management has a phone number to contact range officials.

2.24.1.5. Turn on warning lights/signs on the perimeter road.

2.24.2. Airfield Management will:

2.24.2.1. Ensure a contact number to range officials is on file.

2.24.2.2. Notify range officials when in-flight and/or ground emergencies may affect the range.

2.24.2.3. Issue appropriate local/safety NOTAMs and cancel when notified the range is closed.

2.25. Flightline/Airfield Photography.

2.25.1. The taking of photographs on the flightline/airfield requires coordination with 56 FW/PA, MOC, and/or SFS. Specific responsibilities are prescribed in LAFBI 35-101, *Visitors and Photography on the Flightline*.

2.26. Auxiliary Power for ATCALS Facilities.

2.26.1. 56 CES/CEOFP, Power Production shop, is the POC for auxiliary power for ATCALS facilities. Procedures and information regarding restoration of ATCALS and equipment supporting airfield operations are executed IAW the ATCALS MOU, *Restoration Procedures for Equipment Supporting Airfield Operations* on file with 56 OSS/OSA.

2.27. Restricted/Classified Areas.

2.27.1. There are no designated classified areas on the airfield. The airfield, including all of the parking ramps and Taxiway Echo between Runway 21L/3R and Taxiway Charlie is a restricted area and is identified by a solid red line. Within the airfield restricted area, there are additional restricted areas that require additional permissions annotated on AF FORM

1199B (Restricted Area Badge). These additional restricted areas within the airfield restricted area are identified by a dashed red line.

Chapter 3

FLIGHT PLANNING

3.1. Weather Information.

3.1.1. Luke AFB Weather Flight hours of operation are from 0300 local time until last landing time, Monday through Friday. Weekends and holidays are staffed as required by 56 FW flying. Weather Flight personnel are not required for transient or community support and will only be on-duty when 56 FW flying is scheduled.

3.1.2. Information is available from the Luke Weather Flight via Pilot to METRO Service (267.4), telephone (DSN 896-2992, Commercial 856-2992), Weather webpage at \\52nuex-fs-002\56OG\56OSS\OSW\Working\Backup Web\Weather.html or SharePoint at **https://luke.eis.aetc.af.mil/56OG/OSS/OSW** during published duty hours. After duty hours, flight planners can reach the 25th Operational Weather Squadron flight weather briefer by phone at DSN 228-6598, Commercial (520) 228-7361 or via the internet at **https://25ows.dm.af.mil**.

3.1.3. Arriving and departing pilots are requested to provide PIREPs to Luke Pilot-to-METRO (267.4). If time does not permit, SOF, Tower, or RAPCON will take PIREPs and pass the information to Weather.

3.1.4. Hazardous/severe weather and lightning notification. Base Weather will inform Tower, RAPCON, and Airfield Management of hazardous/severe weather and lightning that will affect Luke AFB operations. Tower, RAPCON, and Airfield Management will inform applicable agencies and pilots IAW their facility checklists.

3.2. Flight Plan Filing Procedures.

3.2.1. Airfield Management will accept scanned DD Forms 175, *Military Flight Plan*, for base-assigned aircraft using the procedures outlined in this paragraph. Flight plans may be filed with Airfield Management up to 24 hours in advance.

3.2.2. Flight plans must be signed and faxed (FAX 896-4131) a minimum of two hours prior to departure. The pilot must call Airfield Management (896-7131/32/33) after faxing to verify receipt and review the flight plan with the on duty coordinator in the event there are any immediate questions or corrections required. Corrections and changes to a flight plan must be made and faxed a minimum of one hour before departure. All time limits must be strictly followed to avoid delays.

3.2.3. If the flight plan is rejected by the Albuquerque Center flight plan computer, Airfield Management will contact the squadron operations desk and request corrections. The amended signed flight plan must be re-faxed to Airfield Management.

3.2.4. Squadron Ops Sups shall retain the DD Form 175 flight plan until the flight departs in order to resolve any flight plan problems. Squadrons shall maintain original flight plans for 3 months, or one year if the related aircraft was involved in an accident or air traffic control deviation.

3.3. Flight Plan Coordination.

3.3.1. Flights not listed on the daily flying schedule will not be allowed to taxi until the mission is confirmed by Airfield Management.

3.3.2. Ground Control will advise pilots to contact the appropriate "Squadron Ops" to coordinate changes. Squadron Operations will contact Airfield Management for all flight plan updates, additions and changes.

3.3.3. Flights requesting a different call sign, departure, or number in flight other than what is listed on the daily flying schedule may amend the flight plan with Clearance Delivery. Pilots shall contact squadron operations to ensure the change is reflected on the flying schedule and the squadron Ops Sup is notified.

3.4. Transient Alert.

3.4.1. Transient Alert services are published in the IFR Supplement and are available when the airfield is open.

3.4.2. Local sorties can be flown out of Luke AFB by transient aircrews if approved by the 56 OG/CC and 56 MXG/CC (or their designated representatives).

3.5. Prior Permission Required (PPR).

3.5.1. All transient aircraft landing at Luke AFB require a PPR number. PPR numbers will only be issued by Airfield Management. Airfield Management will coordinate with Transient Alert to ensure ramp space is available prior to issuing a PPR number. Airfield Management will pass inbound and outbound information to Tower for all transient aircraft.

3.5.2. Base assigned units cannot park transient aircraft on their ramp without 56 OG/CC approval. In the event the transient ramp is full, the hosting unit must provide parking spots.

3.5.3. Unless an emergency is declared, controllers will not issue a landing clearance to an aircraft unless a PPR number is issued by Airfield Management.

3.5.4. PPR numbers will not be granted for aircraft arriving and departing outside of normal operating hours without prior coordination with 56 OSS/OSA and 56 OG/CC approval.

3.5.5. PPR numbers are not required for aircraft conducting practice approaches only and not landing. Practice approaches are approved by Tower when traffic load permits.

3.6. Flight Information Publications (FLIPs) Accounts.

3.6.1. Airfield Management is designated as the Base Central Distribution Center for Flight Information Publications (FLIPs) and related materials. Electronic versions of FLIPs have been approved by HQ Air Force Flight Standards Agency and are available on-line at: **https://www.nga.mil**.

3.6.2. Flying Squadron FLIPs monitors will make changes to FLIP requirements through the Airfield Management FLIPs account manager. Requirements greater than amount listed in National Geospatial-Intelligence Agency (NGA) documents will require a letter of justification. For 56 FW aircraft FLIP requirements, refer to AFI 11-202 V2, 56 OG Sup, *Aircrew Standardization/Evaluation Program*. To obtain FLIPs for areas outside of the continental United States, units are required to submit requests no later than 45 days prior to flight.

3.6.3. Immediately upon receipt, Airfield Management will notify using agencies of availability of FLIPs and charts. Using agencies will pick-up items at Airfield Management within 24 hours of notification. Airfield Management will maintain a log showing date and time individuals were notified, and the date, time and name of the individual who picked up products.

3.7. Off-Station Planning.

3.7.1. Aircrew will complete a Luke AFB Form 40 when planning to remain overnight at a base/airfield other than Luke AFB when flying a Luke AFB assigned aircraft. Aircrew will not depart Luke AFB prior to receiving the 56 OG/CC approved **Luke AFB Form 40**, *Request for Extended Flights*.

Chapter 4

GROUND OPERATIONS

4.1. Movement Areas.

4.1.1. See **Attachment 2** for locations of special use areas on the airfield.

4.1.2. Controlled Movement Area (CMA). Any portion of the airfield requiring aircraft, vehicles, and pedestrians to maintain two-way radio contact with the Tower (**Attachment 2**). Signs are posted on all vehicle access roads that access the CMA. The CMA will be an area bounded by the following:

4.1.2.1. Western Boundary: 100' west of Runway 03L/21R runway side stripes and all portions of Taxiway Alpha.

4.1.2.2. Northern Boundary: From 100' north of the inside runway overrun pavement (asphalt), 100' north of Taxiway Alpha edge to the edge of the pavement and 100' on either side of the runway side stripes.

4.1.2.3. Eastern Boundary: 100' to the east of Runway 03R/21L runway side stripes as indicated by the VFR and IFR hold lines on the taxiways and vehicle stop bars on the interior access road.

4.1.2.4. Southern Boundary: From 100' south of the inside runway overrun pavement (asphalt), west to 100' from the edge of the outside runway side stripes and 100' south of the outside runway overrun pavement (asphalt).

4.1.2.5. All taxiways are controlled movement areas for aircraft.

4.1.3. Uncontrolled Movement Area. Aircraft parking, arm and de-arm areas are uncontrolled for aircraft and vehicle operations. Taxiways are uncontrolled for vehicles with the exception of the areas listed in **paragraph 4.1.1** Unattended vehicles or equipment will not be left within 200' of taxiway centerlines or 1,000' of the runway centerlines. ATC is not responsible for any operations/movements in the uncontrolled movement areas. Pilots and vehicle operators are responsible for deconfliction.

4.1.4. All personnel must notify Airfield Management prior to conducting any activity on the airfield. For operations within the runway clear zones or primary surfaces, personnel must have a radio capable of monitoring the Ramp Net. Airfield Management will issue a NOTAM whenever personnel/vehicles are positioned within the runway clear zones.

4.1.5. Refer to LAFBI 13-213, *Airfield Driving*, for CMA entry/exit procedures and vehicle/ pedestrian operational requirements, and procedures during inclement weather on the airfield.

4.2. Aircraft Parking Plan.

4.2.1. Airfield Management will coordinate with 56 SFS prior to parking aircraft on rows 42 and 43 in order to ensure proper security requirements are met. The master aircraft parking plan will be reviewed annually by Airfield Management in coordination with 56 CES, 56 SFS, MOC, Transient Alert, 56 LRS/POL, and Wing Plans (56 FW/XP). Changes must be coordinated with Civil Engineering and aircraft maintenance squadrons. Aircraft parking standards will be IAW UFC 3-260-1, *Airfield and Heliport Planning and Design*.

4.3. Clearance Delivery Procedures.

4.3.1. Flight leads will contact Clearance Delivery on 273.475 or 126.25 to receive their IFR clearance for all DD Form 175 flight plans. Pilots will acknowledge IFR clearances.

4.3.2. Aircraft departing on unpublished routes will be issued the preferred departure routes (PDRs) outlined in **Attachment 9**.

4.3.3. For all stereo flight plans, pilots will contact Clearance Delivery on 273.475 or 126.25. Clearance Delivery will verify type departure and issue the appropriate clearance. Pilots may amend stereo departures or number in flight with Clearance Delivery as required, but pilots are required to notify Squadron Operations of the changes. Flights will be allowed to taxi during coordination. Squadron Operations will contact Airfield Management with flight plan updates or changes by calling the airfield management desk.

4.3.4. Flights departing VFR will contact Ground Control with the appropriate VFR departure. VFR IFF Mode 3 codes are as follows:

4.3.4.1. VFR North…….0201

4.3.4.2. VFR West……..0202

4.3.4.3. VFR South…….0203

4.3.4.4. Flights departing VFR on other than the above routes shall request "*VFR flight following*" with Ground Control.

4.3.5. Pilots shall request non-standard or in-trail departures on initial contact with Clearance Delivery and specify the interval between the first and last aircraft (maximum of six miles). The last aircraft in trail will squawk Mode 3: 4000 and Mode C until rejoining in a standard formation. Non-standard formation will be assumed during nighttime operations. Requests for nonstandard or trail departures require coordination with Albuquerque Center (ZAB) and departure intervals greater than 2 NM require ZAB approval IAW the ZAB and 56 FW LOA.

4.4. Aircraft Taxiing Requirements.

4.4.1. 56 FW aircraft on a local sortie may taxi without a SOF in the Tower; however, no local aircraft will be permitted to takeoff without the SOF in position. For cross-country departures, the designated supervisor will be in the unit operations complex and can be immediately contacted or summoned by telephone, pager, radio, or intercom.

4.4.2. Pilots will monitor Ground Control frequency and 243.0 during engine start and taxi. F-35 pilots will only monitor Ground Control frequency during engine start until able to monitor both frequencies. On initial contact, all pilots will request taxi to the active runway and advise Ground Control of the following:

4.4.2.1. Number of aircraft and ramp position or squadron parking area name. Flight lead will notify Ground Control of any aircraft not accompanying the flight. The delayed aircraft will call for taxi when ready.

4.4.2.2. Current ATIS code.

4.4.2.3. Receipt of clearance.

4.4.2.4. Request for controlled takeoff time (if appropriate).

Table 4.1. Aircraft Parking By Squadron.

Note: Aircraft may use the below terms for referencing their parking location. MOC will provide Tower the parking rows assigned to each squadron.	
SQUADRON	**NAME / PARKING AREA**
21 FS	Gamblers / The Cage
61 FS	Topdogs / The Dog House
62 FS	Spikes / The Fightin' 62nd
63 FS	Panthers / The Jungle
308 FS	Emerald Knights / The Round Table
309 FS	Mad Mallards / Hell
310 FS	Tophats / The Boneyard
425 FS	Black Widows / The Web

4.4.3. Pilots will acknowledge taxi instructions with *"Call sign, Runway (21L, 03R…etc.),"* and include all hold short instructions as necessary: *"Call sign, Runway 21R, hold short 21L."*

4.4.4. Taxiing aircraft will remain on Ground Control frequency until arriving in the south hammerheads or ready for departure at the north EOR, at which point aircraft will automatically switch to Tower frequency.

4.4.5. Aircraft will give way to responding emergency vehicles by stopping on the taxiway until all emergency vehicles have passed.

4.4.6. If pilots need to taxi against the normal flow of traffic, they will inform Ground Control and wait for approval.

4.4.7. Taxi Restrictions. Pilots will not taxi staggered on Taxilane Delta, Taxilane Bravo south of Taxiway Charlie, or during entry to and exit from the primary arming area for Runway 03.

4.4.8. Standard wingtip clearance for Luke assigned aircraft while operating on aircraft parking aprons is 10 feet. White lines are painted throughout the squadron parking areas. 10 feet of wing tip clearance is afforded when aircraft support equipment is parked inside these white lines. Pilots will maintain a heightened awareness when taxiing past these areas. HQ AETC approved a waiver for F-35 wingtip clearance of 9.3 feet from the sunshades on the parking aprons.

4.4.9. If the south arming area is full, aircraft without forward-firing ordnance may be quick checked and armed on Taxiway Charlie adjacent to the south arming area.

4.4.10. Upon landing and exiting the runways, pilots are required to monitor Ground Control. Aircraft will contact Ground Control when ready to taxi from de-arm to park. If de-arm is not required, aircraft will contact Ground control when exiting the runway. *"Ground, Call Sign, Taxi (number of aircraft) to (squadron parking area name)"*. Tower will respond with *"Call sign, taxi to park"* and include full route if different from standard route. If a

runway crossing is required, maintain Tower frequency and follow runway crossing procedures IAW **paragraph 4.5**.

4.4.11. Aircraft will taxi to/from parking using the routes in **Table 4.2** Ground Control will provide taxi route if any deviations from the standard routes are required. Caution must be used at choke points (intersection of Taxiways Echo/Charlie, Charlie/Bravo, and Echo/Delta).

Table 4.2. Standard Taxi Routes.

Parking Rows	Departing Runway 03	Departing Runway 21	Landing Runway 03	Landing Runway 21
Rows 1 - 15	Bravo, Charlie, Arm	Bravo, Arm	De-arm, Bravo	De-arm, Charlie, Bravo
Rows 16 - 26	Lima, Delta, Charlie, Arm	Lima, Bravo, Arm	De-arm, Bravo, Kilo	De-arm, Charlie, Delta, Kilo
Row 27	Lima, Delta, Charlie, Arm	Lima, Bravo, Arm	De-arm, Bravo, Lima	De-arm, Charlie, Delta
Rows 28 - 31	Delta, Charlie, Arm	Delta, Bravo, Arm	De-arm, Bravo, Delta	De-arm, Charlie, Delta
Rows 32 - 41	Delta, Charlie, Arm	Delta, Short Echo, Charlie, Bravo, Arm	De-arm, Bravo, Charlie, Short Echo, Delta	De-arm, Charlie, Delta
Row 42 and 43	Charlie, Arm	Charlie, Bravo, Arm	De-arm, Bravo, Charlie	De-arm, Charlie
Hot Pit (Rows 1-3)	Hot Pit, Bravo, Charlie, Arm	Hot Pit, Arm	De-arm, Hot Pit	De-arm, Charlie, Bravo, Hot Pit
Hot Pit (Taxilane Echo)	Hot Pit, Charlie, Arm	Hot Pit, Charlie, Bravo, Arm	De-arm, Bravo, Charlie, Hot Pit	De-arm, Charlie, Hot Pit
Live Load	N/A	Echo, Charlie, Bravo, Arm	De-arm, Bravo, Charlie, Echo	De-arm, Charlie, Echo

4.5. Runway Crossing Procedures.

4.5.1. North Point is defined as the intersection of Taxiway Alpha and the approach end of Runway 21L/departure end of Runway 03R.

4.5.2. South Point is defined as the intersection of Taxiway Juliet and the departure end of Runway 21L/approach end of Runway 03R.

4.5.3. Pilots requesting clearance to cross Runway 03R/21L will hold short of the runway and transmit "*Call sign, North Point*" or "*Call sign, South Point*" on Tower frequency. Tower will approve individual aircraft crossings using the following phraseology examples: "*Viper 1 and Viper 2, cross Runway 03R at North Point*" or "*First three F-16s/F-35s, Cross Runway 21L at South Point*." After receiving approval to cross from Tower, EACH pilot will acknowledge with Call sign (i.e. *Viper 1…, Viper 2*). Flight leads will NOT acknowledge for the entire flight.

4.5.4. If instructed to hold short of Runway 03R/21L, pilots MUST read back all hold short instructions verbatim. Example: "*Sniper 1 holding short Runway 03R at North Point*"

4.6. Large Wingspan Aircraft Restrictions.

4.6.1. Coordination must be made with Airfield Management prior to taxiing C-130 or larger aircraft on Taxilane Bravo (south of Row 3) and on Taxiway Charlie. C-130 aircraft or larger require wingtip, plus 50', clearance from parked aircraft/objects. Wing walkers may be required near Rows 9, 10, 11, and 41.

4.6.2. C-130 aircraft and larger will park on Rows 1 and 2, in a north/south direction only. At no time will aircraft be parked at a 45 degree angle to the parking spot.

4.6.3. Large frame aircraft taxiing down Row 3 will utilize qualified wing walkers to ensure clearance from aircraft sunshades.

4.6.4. Taxiway Hotel is restricted to fighter type aircraft and smaller. Foreign object debris (FOD) checks will be conducted after all heavy aircraft movement. FOD checks are not required between arrivals of consecutive heavy/large wingspan aircraft, but must be conducted prior to fighter type aircraft operations on the particular runway used.

4.7. Large Aircraft Arrival and Departure Procedures.

4.7.1. Tower must accomplish the following actions when a C-130 or larger aircraft arrives or departs:

4.7.1.1. Inform Airfield Management when a C-130 or larger aircraft begins taxi and will utilize Taxiway Alpha enroute to Runway 21R.

4.7.1.2. Inform C-130 or larger aircraft to taxi with outboard engines at idle (if able).

4.7.1.3. Notify Airfield Management when an arriving heavy aircraft reaches 10-mile final.

4.7.1.4. Except in an emergency situation, temporarily suspend operations to the runway and taxiways affected and expedite Airfield Management's access to the affected area for a FOD check.

4.7.1.5. Notify barrier maintenance for barrier inspections after heavy aircraft operations.

4.7.2. Airfield Management will accomplish the following actions when heavy, large wingspan aircraft arrive or depart:

4.7.2.1. Respond immediately to conduct a FOD check following the arrival and departure of a C-130 or larger aircraft and dispatch the airfield sweeper, if required.

4.7.2.2. Advise Tower of the runway, taxiway status and expected closure/delay, if any, immediately upon completion of the FOD check.

4.8. Live Ordnance Procedures

4.8.1. Live Ordnance Procedures. Live ordnance operations will be scheduled by the squadron through Current Operations (56 OSS/OSO) who will coordinate with Airfield Management (56 OSS/OSAA) and include the live load schedules in the published monthly planner. MOC will coordinate additions to the published schedule with Airfield Management as soon as possible. If a schedule conflict is discovered, Airfield Management will contact Current Operations for resolution.

4.8.1.1. Live ordnance loading will be accomplished on Taxilane Echo inside the restricted area, IAW the Explosives Loading Plan, available at Wing Safety (56 FW/SE).

4.8.1.2. Units must notify Airfield Management prior to positioning and after removing equipment/aircraft on Taxilane Echo.

4.8.1.3. Airfield Management must issue a NOTAM closing and reopening Taxilane Echo between Taxiway Charlie and Runway 03R/21L before/after live load operations.

4.8.2. Pilots will utilize the primary arming area for Runway 21 located at the north EOR, however with 56 OG/CC and 56 MXG/CC approval, aircraft can be armed on Taxilane Echo (**Attachment 2**).

4.8.3. Aircraft with live ordnance will use Runway 21 for takeoff.

4.9. Hot Pit Refueling Procedures.

4.9.1. Hot pit refueling procedures are authorized for F-16s and F-35s on Taxilane Echo between Taxiway Charlie and Runway 03R/21L and on the aircraft parking ramp Row 2 spots 3 and 6 dependent on wind direction. Cursory will be conducted on Rows 1 and 3, spots 1, 2, 4, and 5.

4.9.2. Only two aircraft will be serviced at a time due to wingtip clearance criteria on Taxilane Echo and to provide clearance between cursory and refueling on the parking ramp.

4.9.3. Hot pit refueling procedures are not authorized on Taxilane Echo if it is being utilized for live ordinance loading.

4.10. Taxi Checks.

4.10.1. All taxi checks will be coordinated with MOC. Prior to the operation, MOC will pass tail number, parking spot, time of taxi, and route to Tower. Tower will not authorize taxi checks without prior MOC coordination.

4.11. Engine Test and Run-up Procedures.

4.11.1. Maintenance personnel performing aircraft engine runs will:

4.11.2. Contact MOC prior to engine run; provide tail number and parking row and spot.

4.11.3. Contact Ground Control prior to engine run; provide tail number, parking row, and spot and monitor Ground Control frequency (335.8) at all times during the engine run.

4.11.4. Stop engine runs during in-flight and ground emergencies. Test Cell engine runs may continue during in-flight and ground emergencies.

4.11.5. Contact Ground Control and MOC when engine run is terminated.

4.11.6. Transient aircraft engine run locations must be coordinated with Airfield Management. Engine run locations for transient aircraft are as follows:

4.11.6.1. Primary: The north end of the transient parking ramp (North EOR).

4.11.6.1.1. The nose of the aircraft must face south to prevent FOD on the apron. Prior coordination must be accomplished with MOC to ensure the EOR will not be needed during the engine run.

4.11.6.1.2. Aircraft conducting engine runs on the North EOR must be relocated to an appropriate parking area when the engine run is concluded.

4.11.6.2. Alternates: The warm-up aprons (hammerheads) located at Taxiway Alpha and Runway 03L/21R (North) and Taxiway Charlie and Runway 03L/21R (South) may be used with prior coordination from Airfield Management. When parked on the hammerheads, aircraft will be positioned so jet blast is directed away from the taxiway/runway surfaces. Aircraft must be relocated to an approved parking location at the conclusion of the engine run.

4.12. Aircraft Towing Procedures.

4.12.1. Towing operations will be conducted IAW LAFBI 13-213, *Airfield Driving* and AFI 11-218, *Aircraft Operations and Movement on the Ground*.

4.13. Arm/De-Arm Areas.

4.13.1. The primary arm/de-arm areas are depicted in **Attachment 2**.

4.14. Procedures Not Applicable to Luke AFB.

4.14.1. UAS procedures and designated start areas, snow removal, ASR or PAR approaches, Aero Club, and night vision device operations are not required to support Luke AFB's current mission, but can be developed if necessary.

Chapter 5

AIR OPERATIONS

5.1. Basic Radar Service to VFR Aircraft.

5.1.1. Aircraft recovering VFR to Luke will use basic radar service. Aircraft recovering VFR can expect sequencing with RAPCON to deconflict from other Luke traffic. Luke's proximity to Glendale, Goodyear, and Deer Valley airports greatly increases the mid-air collision potential with VFR general aviation aircraft. When requested by the pilot, RAPCON will issue radar vectors to assist in avoiding traffic. The pilot of each VFR aircraft is ultimately responsible for maintaining VMC, to see and avoid other aircraft and to ensure terrain clearance. Pilots will adhere to the ground tracks and altitudes specified in the VFR pattern descriptions and advise ATC of any deviations. Aircraft recovering under emergency conditions shall take advantage of basic radar service. A pilot of an emergency aircraft who does not desire radar service must advise ATC agencies and proceed with the recovery.

5.2. ATC Service Limitations.

5.2.1. TACAN Out. ATC will issue radar vectors for all IFR departures and arrivals when Luke TACAN is out of service.

5.2.1.1. IFR Departures. Pilots will file the appropriate Luke AFB stereo flight plan as per normal operations; however, pilots can expect the following departure instructions:

5.2.1.1.1. Runway 03. Fly runway heading. Cross departure end of the runway at or below 2,100', then climb and maintain 5,000', then as directed by ATC.

5.2.1.1.2. Runway 21. Fly runway heading. Cross departure end of the runway at or below 2,100', then climb and maintain 5,000', then as directed by ATC.

5.2.1.1.3. Pilots can request vectors along the required routing. Pilots shall expect departure interval restrictions to assist with ATC increased workloads.

5.2.1.2. IFR Arrivals. Pilots will request/receive radar vectors to the final portion of the appropriate published approach (e.g., ILS, etc.).

5.2.1.3. Aux-1 Procedures. Pilots may fly the JAY HI TACAN ground track using INS. Controllers will not clear aircraft for the approach but will issue, "*Follow the JAY HI ground track*". The JAY HI TACAN procedure is "FOR DAY VFR/VMC USE ONLY."

5.2.2. Radar Out. In the event Albuquerque Center or RAPCON is unable to support local operations, VFR operations may be directed. Pilots will fly depicted departure and arrival ground tracks, but will fly plus or minus 500' of published altitudes at the appropriate VFR altitude for direction of flight. Pilots shall remain clear of Phoenix Class B Airspace (See VFR/IFR sectionals and **Attachment 3**).

5.3. Local Departure Procedures.

5.3.1. Tower may authorize more than one flight on the runway simultaneously, provided all flight leads concur. The lead flight will taxi down the runway far enough to provide a minimum of 500' spacing for the succeeding flights.

5.3.2. When calling ready for departure, pilots must inform Tower of their departure type, if non-standard, and spacing.

5.3.3. Trail Departures. Trail departures will be conducted IAW **paragraph 4.3.4**.

5.3.4. VFR Departures. Pilots will follow the appropriate VFR ground track depicted for departures in **Attachments 22-24** and maintain VFR at or below 2,100' until departure end of the runway to protect overhead pattern traffic. RAPCON's primary radar coverage extends to 60 NM. Traffic advisories are available on transponder equipped aircraft only.

5.3.5. Radar service is automatically terminated and automatic frequency changes are approved at the following points:

5.3.5.1. VFR North - LUF R-338/16

5.3.5.2. VFR West - LUF R-267/10

5.3.5.3. VFR South - Prior to aircraft entering the southern flying ranges.

5.3.6. IFR Departures. IFR departure procedures and stereo routes are depicted in the Albuquerque Center and 56 FW LOA. Stereo departures will be used to the maximum extent possible. Aircraft departing on local stereo routes must cross the departure end of the runway at or below 2,100' MSL to protect overhead pattern traffic.

5.3.7. During Runway 03 operations, the last aircraft of all BUBG9 departures will squawk 4000 and Mode C until rejoined in a standard formation. This includes standard, non-standard, or trail departures.

5.4. Max or Unrestricted Climbs.

5.4.1. Max or unrestricted climbs are only authorized on Runway 03L or 03R. Pilots will request max or unrestricted climbs on initial contact with Clearance Delivery and state altitude requested. When Tower approves an unrestricted climb, pilots may exceed normal climb rates on the departure, but must remain on the departure ground track.

5.5. Low Altitude Navigation and Targeting Infrared for Night (LANTIRN) Procedures.

5.5.1. This check is accomplished using the pattern south of AUX-1 (**Attachment 7**).

5.5.2. Expect radar contact to be lost 10 NM west of Luke. Pilots shall reattempt contact with RAPCON for basic radar service when LANTIRN check is complete. Pilots will advise Clearance Delivery on initial contact of LANTIRN check intentions. LANTIRN check squawk is 0277. Flights departing on a stereo route after completion of the LANTIRN check will reset their transponder to the IFR squawk and contact Approach Control (CH 5).

5.6. Special Use Airspace (SUA).

5.6.1. Flights will call entering and exiting all assigned training airspace on the frequency for all areas scheduled. When using multiple areas (i.e. AAH/L and NTAC), pass the working frequency to the Range Operations Coordination Center, call sign Snake-eye.

5.6.2. Barry M. Goldwater Ranges (BMGR), Sells Low MOA, Sells 1 MOA, and ATCAA Procedures.

5.6.2.1. Refer to AFI 13-212, *Range Planning and Operations,* Luke AFB Supplement 1 for specific frequencies, operating requirements, and restrictions in the BMGR and Sells MOA/ATCAA.

5.6.2.2. Check in and out of the area with Snake-eye and obtain the Gila Bend Tower altimeter setting. When restricted to above FL180 or Sells ATCAA, use 29.92.

5.6.2.3. Pilots may utilize any Luke Military Training Route (MTR) to the southern SUAs.

5.6.2.4. Luke RAPCON will transfer communications to appropriate agency for flights on the BUSCO9 departure into BMGR. Aircraft will maintain ATC assigned altitude until entry point for operating airspace (i.e. BUGGS, ARSON, NOLLS).

5.6.2.5. When entering or departing Sells, pilots must contact Snake-eye to determine the status of R-2304 and ETAC. If R-2304 and ETAC is hot, then avoid the restricted area or overfly at or above FL250.

5.6.2.6. Pilots will depart the southern airspace via the VALLY Recovery as published in **Attachment 18**.

5.6.3. Gladden, Bagdad MOA/ATCAA, and Yarnell ATCAA Procedures. Area boundaries, altitudes and frequencies are outlined in the 56 FW / Albuquerque Center (ZAB) LOA, on file with 56 OSS/OSA. Albuquerque Center may restrict altitudes for weather, traffic, etc. Restrictions will be tracked by RAPCON and forwarded to 56 RMO/ASM.

5.6.3.1. Schedule Yarnell ATCAA 24 hours in advance.

5.6.3.2. Supersonic operations are authorized in Gladden and Bagdad above 10,000' MSL. Supersonic flight will be directed away from and not conducted over Aguila, Peoples Valley, Yarnell, South of Highway 89 (LUF 45 DME ARC) in X-Ray, or south of the Harquahala Mountains (BXK 35 DME ARC) in Yankee. Supersonic operations are prohibited in the Yarnell ATCAA.

5.6.3.3. Standard ATCAA Caps (Normal Altitudes). Gladden to FL330 and Bagdad to FL280, Yarnell FL240-FL330. Higher altitudes may be requested from Albuquerque Center on frequency 259.3 or 298.9. Gladden (W, X, Y) and Bagdad (U,V) are from 7,000' MSL / 5,000' AGL (whichever is higher) up to but not including FL180. When AR-603 is active, Gladden and Bagdad are capped at FL230. During "SENTRY OPS", Gladden may be capped.

5.6.3.4. Entry/Exit Procedures. Normal entry will be via TANKZ departure (TAGL1 or FIGHTTUR stereo), TIRON TURTLE stereo or NAVAJO GLADDEN stereo routing. Check in and out of the area with Snake-eye, advise Snake-eye at check in when Yarnell ATCAA will be used and when flights are finished with Yarnell ATCAA. The Luke altimeter setting will be used in Gladden and Bagdad operating areas. When restricted to above FL180, use 29.92.

5.6.3.5. VFR Recovery. Pilots will contact RAPCON with intentions and type recovery prior to departing the MOA when 10NM from TANKZ or less than 50NM from LUF. If no response, pilots must maintain VMC and execute TANKZ Recovery as published in **Attachment 17** until RAPCON approves direct to pattern entry.

5.6.3.6. IFR Recovery.

5.6.3.6.1. U, V, W - Exit via the BXK R-315 and contact Luke Approach (CH 5) 10NM prior to TANKZ [at BXK R-315/34]. Maintain VMC at or below 15,500' MSL, report TANKZ, then expect LENNI.

5.6.3.6.2. X, Y - Maintain VMC and contact Luke Approach (CH 5) 10NM prior to TANKZ. Maintain VMC at or below 15,500' MSL, report TANKZ, then expect LENNI.

5.6.4. R-2306A/B and R-2308A/B (CIBOLA). Refer to 56 FW / ZAB LOA, Annex 3-23 (on file with 56 OSS/OSA).

5.6.5. Sunny MOA/ATCAA Procedures. Sunny SUA must be scheduled 24 hours in advance. Fly the LUKE 1 departure. Supersonic flight is prohibited in the Sunny MOA. Do not depart the area until cleared to resume the Lake Sunny or Navajo Sunny Stereo.

5.7. Arrival Procedures.

5.7.1. Arrival Information. Pilots shall monitor ATIS prior to contacting RAPCON. Due to known radio limitations, those recovering from the south may not be able to receive ATIS until inside of BUGGS. In order to alleviate frequency congestion, pilots will report COPPA with the current ATIS code.

5.7.1.1. If returning on a non-published recovery, pilots will contact RAPCON at least 25 miles from Luke.

5.7.1.2. On initial contact with RAPCON, pilots will transmit call sign, number in flight, position, altitude, ATIS code (except as in **paragraph 5.7.1**) and intentions. All aircraft exiting the MOAs/Restricted Airspace are VFR. Aircraft requesting IFR handling will be cleared to Luke and assigned appropriate instructions. IFR services automatically cancel at CBANA for aircraft established on the VALLY Recovery.

5.7.1.3. When individual approaches are required, pilots will request flight split-up with RAPCON as early as possible.

5.7.2. Trail Recovery. Pilots desiring a radar trail recovery will request "*ILS/TACAN trail recovery*." Limit radar trail arrivals to no more than 4 aircraft. Wingmen will take spacing along lead's ground track (drag) and will maintain no more than 2 NM trail on the preceding aircraft. Normal approach speeds will be flown; last aircraft in trail will squawk Mode 3: 4000 and Mode C. ATC may disapprove trail recoveries.

5.7.2.1. Individual landing clearances and gear checks will be issued to each aircraft.

5.7.2.2. Aircraft conducting other than full stop landings will maintain VFR and be handled as any other VFR departure.

5.8. Radar Traffic Patterns, Local/Standard Climbout and Missed Approach Procedures.

5.8.1. Main base radar traffic patterns are depicted in **Attachment 8**.

5.8.2. Pilots may fly practice instrument approaches immediately after take-off, prior to departing on a DD Form 175 or local stereo route. Pilots will request a "*pattern delay of XX minutes*" with Clearance Delivery on initial contact. ATC will assign a squawk to be used in

the radar pattern as well as the IFR departure clearance. After the last practice approach, pilots will change to the squawk issued in the IFR clearance.

5.8.3. Local/Standard Climbout Procedures for Multiple Radar Patterns. When ATC issues "*Execute local climbout*", pilots will comply with the standard climbout instructions in **Attachment 9** and remain on last assigned frequency.

5.8.4. Missed Approach Procedures. Missed approaches will be flown as published or as ATC directs.

5.8.5. ATC will direct "Go Around" IAW FAA JO 7110.65 and provide the pilot additional instructions for re-sequencing into the pattern.

5.9. Luke AUX-1 Procedures

5.9.1. Luke AUX-1 procedures do not meet ATC or TERPS criteria for IFR flight. All headings, altitudes and vectors are recommended and advisory in nature. The AUX-1 traffic pattern is depicted in **Attachment 10**.

5.9.2. AUX-1 procedures are for Runway 11 and for use in VFR/VMC DAYTIME ONLY. Non-base assigned units must have approved LOA on file prior to use. 56 FW aircraft have priority.

5.9.3. AUX-1 approaches are available from official sunrise to official sunset, seven days a week.

5.9.4. Practice approaches are terminated at AUX-1 when the reported weather at Luke is less than 3,500' ceiling or 3 SM visibility, or when PIREPs indicate that pilots are unable to maintain VFR in the AUX-1 pattern.

5.9.5. The runway at AUX-1 is unsuitable for landing. All approaches will terminate in a missed approach. Aircraft will not descend below Decision Height.

5.9.6. The AUX-1 pattern can accommodate a maximum of four 56 FW aircraft. Aircraft awaiting practice approaches may be required to hold at LENNI for pattern saturation. As traffic permits, aircraft will be cleared for the JAY-HI TACAN RWY 11 Approach.

5.9.7. Pilots entering the AUX-1 radar pattern by means other than the JAY-HI TACAN Approach shall contact Luke Approach on CH 5 with the ATIS and state intentions. Pilots will maintain VFR at or above 6,500' MSL until in radio and radar contact with Approach Control.

5.9.8. Pilots shall:

5.9.8.1. Maintain their own terrain and obstruction clearance at all times while executing AUX-1 procedures. Terrain and obstruction alerts cannot be issued by ATC. Aircraft will be operating VFR below established MVAs while in the AUX-1 pattern.

5.9.8.2. Maintain vigilance to see and avoid other aircraft operating in the vicinity of AUX-1.

5.9.8.3. Advise RAPCON as soon as possible if unable to comply with ATC clearances and instructions or the provisions of this paragraph.

5.9.9. Luke RAPCON will issue traffic advisories on known and observed traffic operating in the vicinity of AUX-1 on a time permitting basis.

5.9.9.1. Lost Communication.

5.9.9.2. Radio and radar blind spots exist in the AUX-1 pattern. Aircraft south of the LUF R-300 may not be seen or heard. This radial is 1 to 1.5 NM south of the final approach course at a point 8 to 10 NM on final.

5.9.9.3. Aircraft experiencing lost communications with RAPCON south of the LUF R-300 shall maintain VFR and proceed visually to the AUX-1 field. While enroute to AUX-1, reattempt radio contact on the last assigned frequency.

5.9.9.4. Expect radar identification and radio contact within 3-5 NM of AUX-1.

5.9.10. JAY-HI TACAN RWY 11 Approach.

5.9.10.1. Pilots will fly the JAY-HI TACAN approach as published in the In Flight Guide (IFG).

5.9.10.2. Entry to the AUX-1 radar pattern is normally via the JAY-HI TACAN approach. Pilots shall contact Luke Approach on CH 5 with the ATIS and state intentions. Include any turns in holding requested at LENNI and intentions following the low approach.

5.9.10.3. IMC holding is authorized at LENNI. Upon commencing the approach, pilots must be VFR at LENNI and maintain VFR throughout the approach.

5.9.10.4. When the approach clearance is issued, RAPCON will advise pilots to, "*maintain VFR*".

5.9.10.5. Pilots will not descend below 4,000’ MSL on the JAY-HI TACAN approach due to conflicts with ILS traffic operating below 4,000’.

5.9.10.6. The JAY-HI TACAN missed approach procedures are: pilots must maintain VFR, climb and maintain 5,000’ MSL, and turn left heading 310^{o} unless otherwise directed by ATC. Controllers may issue, "*climbout as published, maintain 5,000*" for the JAY-HI TACAN approach.

5.9.11. ILS RWY 11 Approach.

5.9.11.1. Pilots will fly the ILS as published in the IFG.

5.9.11.2. When the approach clearance is issued for an ILS, RAPCON will advise pilots to, "*Maintain VFR*".

5.9.11.3. The ILS missed approach procedures are: pilots must maintain VFR, climb and maintain 3,000’ MSL and turn left heading 310^{o} unless otherwise directed by ATC. Controllers may issue, “*climbout as published, maintain 3,000*” for the ILS approach.

5.10. VFR Traffic Patterns and Procedures. (**Attachments 11- 13**)

5.10.1. Weather minimums for VFR patterns are 500’ ceiling above pattern altitude unless otherwise stated. Standard radio calls are listed in **Attachment 21**. Radar vectors to initial will be IAW the RAPCON/Tower Operations Letter on file with 56 OSS/OSA.

5.10.1.1. Overhead. Pattern altitude 2,600' MSL. All breaks will be to the west. If a formation recovers to a straight-in full stop or initial full stop, clearance for lead to land is clearance for the flight to land. Tower will respond to other flight member base/gear calls with "Roger". No acknowledgement is expected in this case.

5.10.1.2. Standard Entry. Intercept the extended runway centerline at 10 DME, for Runway 03, or follow the wash for Runway 21, and proceed inbound to Runway 03L/21R. Overhead approaches will be flown to Runway 03L/21R unless directed otherwise. Traffic permitting, RAPCON will transfer communications to Tower prior to 10 DME. Pilots must cross 10 DME at 3,600' MSL and report with call sign for the overhead. Cross 5 DME at 3,100' MSL and report "Initial" with "intentions." Cross 3 DME at 2,600' MSL.

5.10.1.3. Short Entry. Pilots will request short entry with RAPCON. RAPCON must transfer communications to Tower no later than 5 miles prior to Caterpillar/AUX-3. If approved, pilots will report Caterpillar/AUX-3 at 3,600' MSL. Proceed to and report short initial at 3 DME at 2,600' MSL and state intentions. Aircraft on standard entry have priority.

5.10.2. VFR Straight-in Approaches. Intercept extended runway centerline from Aux 6 for Runway 03, or follow the wash for Runway 21, and proceed inbound to Runway 03L/21R unless otherwise directed by ATC. RAPCON will normally transfer communications to Tower prior to 10 DME. Cross 10 DME at 3,100' MSL and report with call sign for the straight-in. Cross 5 DME at 2,600' MSL and state intentions. If the formation is non-standard or in trail, each pilot will acknowledge receipt of a landing clearance with call sign and runway: *"Call sign, left/right."*

5.10.3. Radar re-entry. Pilots will advise Tower of intentions to re-enter with Radar. Tower will instruct pilots to execute local climbout, and contact Luke Departure on CH 5 (for both Runway 21 and Runway 03). Pilots will state intentions with RAPCON and follow RAPCON instructions.

5.10.4. Short Re-entry. Pilots will advise Tower of intentions to re-enter. Fly runway heading and maintain at or below 2,100' until 2 DME. Proceed as depicted in **Attachment 11** and **Attachment 12** and report Caterpillar/AUX-3 at 2,600' MSL. Proceed to and report short initial at 3 DME at 2,600' MSL.

5.10.5. Closed Traffic. When Tower approves closed traffic, the pilot will initiate the pattern at the departure end of the runway unless present position closed traffic is requested by the pilot and approved by the Tower. Tower may direct pilots to turn crosswind at another point for traffic sequencing and separation. In these cases, pilots will remain at or below 2,100' MSL until the departure end of the runway to protect overhead pattern traffic.

5.10.6. Conventional Pattern. Pattern altitude 2,100' MSL. All turns will be to the west. This pattern will be used for heavy, large wingspan, or slow moving aircraft conducting VFR patterns at Luke. Aircraft remaining in the conventional pattern for successive approaches will cross the departure end of the runway and remain at or below 2,100' MSL until 2 miles past departure end, to protect overhead pattern traffic.

5.10.7. Breakout From VFR Traffic Pattern and Go Around. (Refer to **paragraph 5.10.8.8** for SFO/PFO breakout procedures). ATC will direct "Go Around" IAW FAA JO 7110.65 and provide the pilot additional instructions for re-sequencing into the pattern.

5.10.7.1. Pilots who initiate breakout of the Tower downwind pattern will climb to 3,100' MSL and proceed to the short re-entry point for the runway in use (Caterpillar/AUX-3) unless otherwise directed by Tower. Pilots will notify Tower when they initiate breakout. When weather is less than 2,500' AGL, breakout altitude does not provide VFR cloud clearances. If breakout altitude is not available, pilots will re-enter using visual, radios, Tower, link SA, etc., to sequence.

5.10.7.2. Pilots at initial who do not have SFO/PFO traffic in sight will maintain 2,600' MSL and fly runway heading. Tower will issue traffic to both aircraft and will direct the Initial aircraft to offset the pattern to the East (at least 500 feet).

5.10.7.3. Pilots who initiate a breakout after turning base will continue their turn to the runway and either execute a go-around or request a climb to Initial. Do not breakout to the re-entry point after initiating the base turn.

5.10.8. Overhead Simulated Flameout (SFO) and Precautionary Flame-out (PFO) Approaches (**Attachment 13**).

5.10.8.1. SFO/PFO approaches may be flown between official sunrise and sunset. Aircraft will remain within 4 DME of Luke AFB. Random entry and straight-in SFOs/PFOs are not authorized at Luke AFB unless an emergency situation deems it necessary.

5.10.8.2. Weather Requirements. Ceiling 1,000' above the requested high/low key altitude and 5 SM visibility.

5.10.8.3. SFO/PFOs are flown to Runway 03L/21R unless otherwise directed by Tower.

5.10.8.4. SFO/PFO patterns/procedures are depicted in **Attachment 13**.

5.10.8.4.1. High Key - overhead the runway, 8,000' MSL to 13,000' MSL.

5.10.8.4.2. Low Key - abeam the point of rollout on final, 4,000' MSL to 6,000' MSL.

5.10.8.4.3. Base Key - midpoint of the turn from downwind to final, 3,100' MSL minimum.

5.10.8.5. SFO/PFO separation in Class Bravo Airspace. SFO/PFO procedures were developed to meet all Class Bravo requirements. The letter dated March 11, 2013 and titled FAA Guidance for Conducting Simulated Flame Out Approaches within Phoenix Class Bravo Airspace at Luke AFB, AZ, validates that these procedures meet all FAA JO 7110.65 requirements.

5.10.8.6. High Key Entry. Standard radio calls are listed in **Attachment 21**.

5.10.8.6.1. All turnouts are to the west. Westerly turnout for High Key will not be accomplished prior to the departure end. When Tower instructs the aircraft requesting High Key "*right/left turn out approved*," pilots may climb above 4,000' MSL and enter Class B airspace within 4 DME. Conflicts can occur during the

westerly turnouts between aircraft departing High Key and aircraft climbing to High Key.

5.10.8.6.1.1. If Tower has advised that other traffic is ahead in the SFO/PFO pattern, pilots will delay the turnout until one mile past the departure end and report traffic in sight. If the traffic is still not in sight by one mile past the departure end, pilots will fly a wide pattern remaining below 4,000' MSL until 4 DME. Pilots may not turn inside 4 DME until the traffic is in sight and reported to the Tower, or instructed to do so by Tower issuing "*report High Key.*" When pilots report the preceding traffic in sight they will maintain visual separation. It is the primary responsibility of the climbing aircraft to see and avoid by flying a wider pattern.

5.10.8.6.1.2. If the climbing aircraft does not report traffic in sight Tower will coordinate altitude de-confliction prior to aircraft arriving at High Key.

5.10.8.6.2. Overhead Direct. Pilots will request High Key and state intentions to carry straight through initial for a westerly turnout to High Key then continue with procedures in **paragraph 5.10.8.6.1**.

5.10.8.6.3. AUX-1 direct. Pilots will make the High Key request with RAPCON as soon as practical as follows, "*Call sign, off the AUX, request High Key*." RAPCON will relay the request to Tower and inform pilots of Tower's approval or disapproval. If approved, proceed toward Luke via AUX-3 for Runway 21 or direct for Runway 03.

Note: To avoid Phoenix airspace, DO NOT proceed south of Caterpillar.

5.10.8.6.4. TANKZ. Pilots will request High Key, specifying the altitude enroute, with RAPCON as soon as practical. RAPCON will relay the request to Tower and inform pilots of Tower's approval or disapproval. If approved, RAPCON will instruct pilots to, "*Proceed to High Key; contact Tower*." Pilots will follow the short entry ground track and altitude restrictions in **paragraph 5.10.1.2**. Do not proceed south of Caterpillar to avoid Phoenix airspace (**Attachment 3**).

5.10.8.6.5. South Entry. Entry from the south will be straight through Initial for Runway 03 or as directed by Tower. Traffic permitting, climbs to High Key may be approved within 4 DME.

5.10.8.6.6. If more than one aircraft is required to hold at High Key, pilots will orbit west of the runway in the direction of traffic and advise Tower of holding altitude. When Tower instructs the aircraft "*High Key approved*," this implies and is equivalent to "*Cleared through Class Bravo*" from 9,000' MSL – 4,000' MSL.

5.10.8.7. Low Key Entry. Standard radio calls are listed in **Attachment 21**.

5.10.8.7.1. Low Key procedures are identical to standard SFO/PFO procedures except only one aircraft/flight at a time may use the SFO/PFO during Low Key operations and holding is not authorized at Low Key. Aircraft shall re-enter to the short entry point or as directed by Tower if Low Key cannot be approved. Breakout procedures will be directed by the Tower.

5.10.8.7.2. Overhead Direct. Pilots will request Low Key and, if approved, carry straight through Initial for a right/left turn out to Low Key. Turnouts will be made to the west.

5.10.8.7.3. AUX-1 Direct. Low Key procedures are identical to High Key Aux-1 procedures in **paragraph 5.10.8.6.3**. except once cleared for Low Key, climb to Low Key altitude. At 4 DME turn direct to Low Key.

5.10.8.7.4. TANKZ Direct. Pilots will request Low Key with RAPCON as soon as practical. RAPCON will relay the request to Tower and inform pilots of Tower's approval or disapproval. If approved, RAPCON will instruct pilots to, "*Proceed to Low Key; contact Tower*." Pilots will fly direct Luke and descend to Low Key altitude once clear of the White Tanks. At 4 DME turn direct to Low Key.

5.10.8.7.5. VALLY Recovery. Runway 03 in use: Request Overhead Direct. Direct Low Key entry from the south is not authorized. Runway 21 in use: Climb to Low Key altitude north of Caterpillar.

5.10.8.7.6. All SFO/PFO procedures starting at High Key will have priority and low key operations will not be allowed while an aircraft is executing an overhead SFO/PFO.

5.10.8.7.7. VFR pattern must be open during low key operations.

5.10.8.8. SFO/PFO Breakout. See **Attachment 13**. Initial traffic has priority; however, Tower can adjust the Initial traffic's break point to sequence with an aircraft descending out of High Key/Low Key. Tower will issue traffic to both aircraft and will direct the Initial aircraft to offset the pattern to the East (at least 500 feet).

5.11. Potential Pattern Conflicts.

5.11.1. Radar Pattern Conflicts. When conducting instrument approaches at Luke, the following situations present a potential conflict:

5.11.1.1. Sailplane operations south of Lake Pleasant. When informed of sailplane activity in the vicinity of Lake Pleasant, RAPCON will advise Tower to include the information on the ATIS. RAPCON controllers must issue traffic advisories on known and observed traffic operating south of Lake Pleasant.

5.11.1.2. Low flying civil traffic crossing east and west bound, especially in the areas of Sun City (Grand Ave) and Interstate 10.

5.11.1.3. Glendale arrivals/departures crossing east and west bound approximately 4 - 6 miles north of Luke.

5.11.1.4. Goodyear arrivals/departures crossing east and west bound approximately 6 - 8 miles south of Luke.

5.11.1.5. Parachute jumping in the vicinity of the Buckeye Airport up to 13,500' MSL poses a potential hazard to aircraft on instrument downwind and base. RAPCON will provide vectors to keep aircraft clear of known jumping activity.

5.11.2. Overhead Pattern Conflicts. When entering the overhead pattern the following situations present a potential conflict:

5.11.2.1. Low flying civil traffic crossing east and west bound, especially in the area of Interstate 10 and Grand Avenue.

5.11.2.2. Overhead aircraft between 4 - 6 miles with short initial traffic entering from Caterpillar/AUX-3.

5.11.2.3. 3-mile initial traffic with aircraft at Base Key. This conflict can be prevented by:

5.11.2.3.1. Traffic call issued to aircraft departing High Key & overhead traffic inside 10 miles.

5.11.2.3.2. Traffic call issued to aircraft departing Low Key & overhead traffic inside 5-mile initial.

5.11.3. SFO/PFO Pattern Conflicts:

5.11.3.1. Aircraft executing a standard turn out to High Key with aircraft approaching Low Key.

5.11.3.2. Aircraft departing High/Low Key with aircraft on the VFR South departure from Runway 03.

5.11.3.3. Base Key with aircraft at 3-mile initial. See **paragraph 5.11.2.3**. Conflicts frequently occur when aircraft at Initial and SFO/PFO aircraft do not have each other in sight. See **paragraph 5.10.8.8** for SFO/PFO breakout procedures.

5.11.3.4. Aircraft departing High Key with (full procedure) BUSCO 9 Departure (Runway 03 departures only). Tower will direct SFO/PFO aircraft to hold at High Key whenever an aircraft is flying the complete full procedure BUSCO 9 Departure off Runway 03 and not on radar vectors (until all conflicts are resolved).

5.11.4. Other Conflicts.

5.11.4.1. Aircraft on a straight-in approach at 5 DME present a conflict with aircraft entering the VFR pattern from AUX-3 or Caterpillar.

5.11.4.2. Aircraft on the go from the VFR pattern for radar re-entry present a conflict with departures and other traffic on instrument and radar approaches back to radar.

5.11.4.3. Aircraft departing AUX-1 present a conflict with traffic coming from the south or west to standard and short entry to the overhead.

5.12. Night Procedures.

5.12.1. Night recoveries will normally be according to IFR procedures.

5.12.2. Night hung ordnance recoveries will be made via radar pattern, full stop.

5.12.3. Night VFR Patterns (**Attachments 14** and **15**). Pilots will enter via published approach (ILS or TACAN), then request closed traffic with Tower, and report base. Aircraft must remain on Tower frequency throughout the pattern unless otherwise directed by ATC. Precision Approach Path Indicator (PAPI) lights are required for the patterns.

5.13. Reduced Same Runway Separation (RSRS).

5.13.1. RSRS is authorized for USAF use by the FAA to be applied to military aircraft. Luke AFB RSRS standards are governed by AFI 13-204V3 AETC SUP and this instruction. All other separation standards will be IAW FAA JO 7110.65.

5.13.2. Similar Fighter Type Aircraft Operations (F-16 to F-16, F-35 to F-35, etc.):

Table 5.1. RSRS for Similar Type Airframe.

	Full Stop	Low Approach	Touch And Go
Full Stop Behind	3,000’	3,000’	3,000’
Low Approach Behind	3,000’	3,000’	6,000’
Touch And Go Behind	6,000’	3,000’	3,000’
Night or Wet Runway Ops	6,000’	6,000’	6,000’
Formation Landings	6,000’	6,000’	6,000’

Note: Standard FAA departure-departure separation for Cat III aircraft is 6,000’ and the preceding departure must be airborne IAW FAA JO 7110.65.

5.13.3. All other fighter and trainer type aircraft (not the same airframe) operations (F-16 to F-35, F-15 to F-18) require 6,000’ of separation regardless of the type landing.

5.13.4. RSRS will not be applied when aircraft are cleared for the option, when the Tower determines safety of aircraft will be jeopardized, or any situation involving an emergency aircraft.

5.13.5. It is the pilot responsibility to accept or reject RSRS. Pilots must inform ATC as soon as possible that RSRS cannot be accepted so that traffic sequencing can be adjusted as necessary. Aircraft will not overfly aircraft on the runway. Responsibility for separation rests with the pilot. Controllers must provide appropriate traffic advisories to landing aircraft.

5.13.6. Pilots are responsible for wake turbulence separation when maintaining visual separation or operating under VFR. The SOF will determine when increase wake turbulence procedures are in effect and request it be included in the ATIS broadcast. When winds are less than 5 knots, pilots operating under RSRS will increase separation to 6000’ (increase break spacing from 5 seconds to 8 seconds). Air traffic controllers will not apply additional separation criteria to aircraft with the potential to experience increased wake turbulence effects. When operating under IFR or under ATC instructions, controllers must ensure standard wake turbulence separation exists according to FAA and AETC standards.

5.13.7. Deployed/TDY Aircraft. Non-AETC aircraft are authorized RSRS if a LOA is signed between the host wing and the deployed/TDY unit. The LOA must be forwarded to HQ AETC/A3OF for MAJCOM coordination and approval prior to implementation. The host unit is responsible for obtaining their MAJCOM approval and will ensure a detailed RSRS briefing is conducted for deployed/TDY aircrews prior to beginning local flying operations.

5.14. Intersection Departures.

5.14.1. Intersection departures are available at pilot request and authorized as follows (Attachment 2):

5.14.2. Runway 03R at Taxiway Hotel: 8,740’ available.

5.14.3. Runway 21L at Taxiway Echo: 7,860’ available.

5.14.4. Runway 03L at Taxiway Juliet: 7,100’ available.

5.15. Single Runway Operations.

5.15.1. The following procedures will be utilized during single runway operations to facilitate training requirements and minimize traffic pattern saturation.

5.15.2. Departing aircraft will minimize time on the runway. Use a maximum of 20 seconds spacing, unless temperature or weapons load dictate otherwise.

5.15.3. No more than four aircraft will take the runway for departure unless coordinated and approved with the SOF and the Tower Watch Supervisor.

5.15.4. All aircraft should expect to recover via the overhead pattern. For other than an overhead pattern or missions requiring more than an overhead full stop (*e.g.*, formation landing, ILS, syllabus training or pilot currency), pilots may pass their request on to the RAPCON. Tower may approve or disapprove request other than an overhead full stop dependent upon pattern saturation, departures, fuel status, weather conditions and emergencies.

5.15.5. Pilots should expect to make one overhead to a full stop if training or currency is not a factor and shall utilize Gila Bend AFAF, AUX-1, or off-station bases when available.

5.15.6. Night pattern operations will continue IAW **paragraph 5.12**., with multiple approaches allowed depending upon pattern saturation, departures, fuel status, weather conditions and emergencies.

5.15.7. Luke AFB is designated as Official Business Only (OBO) for transient aircraft supporting Luke AFB missions during extended single runway periods. The 56 OG/CC is the approval authority for OBO restrictions that do not exceed 6 months IAW AFI 13-204V3.

5.16. Opposite Direction Operations.

5.16.1. ATC may approve opposite direction operations. Tower and RAPCON will use the following minimum cutoff distances:

5.16.2. Arrival vs. Arrival. No closer than 10 miles on final (includes initial) after the preceding opposite direction aircraft has crossed the landing threshold.

5.16.3. Arrival vs. Departure. No closer than 10 miles on final (includes initial) until the departure (last element) is airborne and established on a course that diverges by at least 45° from the final approach course.

5.16.4. Tower will obtain a release from RAPCON for all departures (IFR and VFR) when utilizing opposite direction operations.

5.17. Helicopter Operations.

5.17.1. Landing Runway 03. Helicopters will normally land on Runway 03R, air-taxi to the end of the runway and turn right on Taxilane Bravo to parking. Helicopters may be requested to land long or at the departure end of runway to expedite taxiing.

5.17.2. Landing Runway 21. Helicopters will normally land at the approach end of Runway 21L, turn left on Taxilane Bravo and taxi to parking.

5.17.3. If helicopters do not land on Runway 03R or 21L they will be handled as any other arrival and departure and use the standard taxi routes.

5.17.4. Helicopter departures will be handled as normal departures and use the active runway unless the pilot requests otherwise.

5.17.5. Helicopters are not authorized to land on any surface other than runways without Airfield Manager, or designated representative approval.

5.17.6. Tower controllers will ensure helicopters do not over-fly taxiing aircraft or dirt areas while taxiing to or from parking.

5.17.7. A FOD check will be conducted following all helicopter movements.

5.18. Runway 21L Visual Illusion.

5.18.1. Runway 21 contains a mirror image visual illusion hazard. Under certain visibility conditions, physical features at the approach end of Runway 21L can cause a visual illusion of a duplicate overrun and threshold approximately 2,000 feet short of the actual overrun and threshold. A portion of the approach lights for Runway 21L are positioned on the north side of Northern Avenue. This portion of the lights is the same approximate size as the overrun and is surrounded by a fence giving it definition. Additionally, the curvature of the airfield perimeter road adjacent to the lighting section matches the curve of the taxiways adjacent to the actual Runway 21L threshold. Normally, this illusion is not overly convincing. However, during low contrast conditions, such as those experienced during the winter months (October through February) within 1 hour of sunset, the illusion can become more prevalent. Refer to **Attachment 25** for an overhead depiction along with a photo taken on final approach during these sun conditions and **paragraph 2.8.6** for airfield lighting requirements.

Chapter 6

EMERGENCY PROCEDURES

6.1. Primary Crash Alarm System (PCAS) Operation.

6.1.1. Tower operates the PCAS. Airfield Management, Fire Emergency Services, and flight surgeon have two-way telephone capability. Command Post has receive-only capability. Tower will test the PCAS at approximately 0645L daily.

6.1.2. Tower will activate the PCAS and relay pertinent information (including wind) for: In-flight and ground emergencies, aircraft mishaps, unplanned cable or barrier engagements, suspected or confirmed hot brakes/hung flares, stop alerts (Reference LAFB OPLAN 502, Stop Alert), carbon fiber mishaps, when directed by the Fire Emergency Services, hydrazine mishaps, fuel spills and other emergency information when directed by Fire Emergency Services, unscheduled aircraft carrying injured personnel, unauthorized aircraft landings, Tower or RAPCON evacuation and bomb threats, or when the Watch Supervisor or Chief Controller deem necessary.

6.1.3. Tower will reactivate the PCAS when there is a change in the nature of emergency, landing runway, or cable/barrier engagement status.

6.1.4. Tower will relay emergency updates or changes not related to **paragraph 6.1.2** to Airfield Management via landline and to the incident commander via the FM2 net. Controllers will use the phrase *"emergency update"* when passing this information. The PCAS will be activated if there is doubt regarding the category of update information.

6.1.5. If the PCAS is out of service, Tower will pass emergency information to Airfield Management via landline. Airfield Management will activate the Secondary Crash Net.

6.1.6. Ground Control will broadcast "*Attention all aircraft, ground/in-flight emergency in progress. Give way to responding emergency vehicles*" and "*Emergency terminated. Resume normal operations.*" as appropriate.

6.2. Secondary Crash Net (SCN) Operation.

6.2.1. Airfield Management operates the SCN. Command Post, Fire Emergency Services, Flight Surgeon, Security Forces, Emergency Management, Civil Engineering (CE Customer Service), Weather, Crash Recovery, MOC and 56 MSG/CC have two-way telephone capability. Wing Safety, Transient Alert, Fire Department #2, Barrier Maintenance, Alternate Command Post (944 FW Command Post), Transportation, Public Affairs, 56 CS, and EOD have receive only capability.

6.2.2. The SCN will be used to relay information critical to aircraft and airfield operations. Airfield Management will activate the SCN each time the PCAS is activated, and relay emergency information received from the Tower. If Airfield Management receives emergency information from other reliable sources, they will activate the SCN and advise Tower/RAPCON. Airfield Management will test the SCN daily.

6.2.3. Back-up SCN Procedures. Airfield Management will conduct a test of the backup SCN conference call procedures monthly.

6.3. Controlled Bailout Areas.

6.3.1. White Tanks Area. 16 DME west of Luke AFB outbound on the LUF R-275 at 10,000' MSL (**Attachment 16**).

6.3.2. Southern Range Area. 4 NM east of Gila Bend AFAF, heading 150, at 10,000' MSL. Eject after passing abeam the southern boundary of Gila Bend AFAF.

6.4. Fuel Burn Down Area.

6.4.1. The fuel burn down area is located off the LUF R-272 from 22 to 32 DME, left turns at 9,000' to 10,000'. Hold north and contact Luke Approach (CH 5). If unable to maintain VMC, coordinate with Luke Approach (**Attachment 16**).

6.4.2. Luke does not have a designated fuel dump area. Aircraft will only conduct fuel dumping to reduce gross weight for safety of flight or when complying with FSD Emergency Procedures. Fuel dumping must be coordinated with ATC and must be conducted, to the maximum extent possible, over unpopulated areas IAW FAA JO 7110.65, Chapter 9. If possible, pilots will attempt to comply within all aircraft operating limits while conducting fuel dumping.

6.5. External Stores Jettison Area/Procedures.

6.5.1. Pilots shall advise Snake-eye of their intent to jettison stores. Jettison of live/inert stores will be accomplished within the range complex IAW AFI 13-212, *Range Planning and Operations, LAFB Supplement 1*.

6.5.2. The alternate controlled jettison area is the GBN R-150/12 outbound (NW corner of ETAC Range). Pilots must contact Range Operations Coordination Center/Snake-eye prior to entering restricted airspace and ETAC/R3 (CH 14/311.3) to ensure it is clear (**Attachment 16**).

6.5.3. Pilots must advise ATC of their intent to jettison external stores and proceed VFR, if able, to the GBN VORTAC (CH 113), avoiding populated areas and Phoenix Class B airspace. Track outbound to the GBN R-150/12 and jettison between 1,000' AGL and 17,000' MSL, but no lower than frag altitude for live ordnance.

6.6. In-Flight and Ground Emergency Procedures.

6.6.1. When an emergency situation occurs or is imminent, the pilot will contact RAPCON, Tower, or SOF to declare an emergency as soon as possible.

6.6.2. At a minimum, the following information will be provided to controllers: Call sign, Type aircraft, Nature of emergency, and Intentions.

6.6.3. If time and nature of the emergency permit, pilots will also provide the following information: Number of persons on board, Fuel remaining (in pounds), Armament status, Cable engagement (as applicable), and EPU activation expected/not expected.

6.6.4. Tower will notify VFR pattern traffic when an emergency aircraft is 10-mile final for landing or within 5 minutes of departing High Key. When Luke is single runway and SOF directs, Luke Tower will advise Gila Bend Tower of the suspected duration and request they transmit the information on Guard.

6.6.5. Emergency aircraft will normally land on Runway 03R/21L to expedite emergency vehicle response.

6.6.6. Tower will inform the senior fire official and Airfield Management on the FM Nets, when the emergency aircraft is next to land.

6.6.7. Runway operations are suspended when an emergency aircraft lands until Airfield Management performs a FOD check. The SOF may waive the runway check for aircraft emergencies that typically do not produce FOD (e.g., low fuel, electrical, physiological, etc.). SOF will advise Airfield Management if the check is waived.

6.6.8. The incident commander must request clearance from Tower for Fire Emergency Services vehicles to enter the runway.

6.6.9. During in-flight/ground emergencies Airfield Management will broadcast over the Ramp Net "*Attention on the net, in-flight emergency/ground emergency in progress (will include landing runway or location)*." If personnel or equipment are located within the affected clear zone/primary surface, Airfield Management will direct them to depart the area.

6.6.10. Upon termination of the emergency, Airfield Management will announce it over the Ramp Net. MOC will make the same announcement over the maintenance net.

6.6.11. Ground Emergencies. For all ground emergencies, the pilot will notify Ground Control of the emergency and contact the incident commander (call sign "BATTALION 362") on 369.0 (CH 9) when instructed by Ground Control. Pilots shall also contact SOF when able. Ground emergencies declared on the runway may require a runway check by Airfield Management due to FOD potential.

6.6.12. Emergency response vehicles will conduct FOD checks upon termination of all emergencies on the airfield.

6.7. Crash Grid Map.

6.7.1. When receiving crash grid map coordinates, the Tower will plot the area and coordinate with on-scene commander to establish a cordon area.

6.8. Emergency Single Frequency Approach (SFA).

6.8.1. If required or requested, an in-flight emergency aircraft will be changed to RAPCON's discrete ATC frequency 291.1 (CH 20) and remain on that frequency until after landing. The SOF will monitor 291.1 and if required, relay pertinent information to "BATTALION 362" on UHF 369.0 (CH 9). When SFA is not used, pilots shall contact SOF on VHF 149.4 (CH 9). RAPCON will transfer communication and control of the emergency aircraft to Tower 10 NM from the field. After the aircraft has landed, Tower will advise the pilot to "*contact BATTALION 362 on 369.0 (CH 9) when able*." In the event of a simultaneous emergency, RAPCON may assign a different discrete ATC frequency. Pilots who experience an emergency in the Tower pattern or on departure and immediately returning for landing may remain on, or switch to, Tower frequency.

6.9. No-Radio (NORDO) / Lost Comm Procedures.

6.9.1. NORDO aircraft will comply with DoD Flight Information Handbook procedures.

6.9.2. Basic NORDO Procedures. NORDO aircraft will fly VMC below FL 180, squawk 7600 and return to Luke AFB. Fly at 2,000 ft MSL, rock wings, and pull up to downwind. Aircraft will land on Runway 03R/21L unless that runway is unusable.

6.9.3. Tower will issue landing clearance and airfield information on Tower and Guard frequencies. Tower will also provide light gun signals.

6.9.4. IMC Procedures. NORDO aircraft will comply with NORDO procedures published in the IFG if on a stereo procedure or FLIPS if on DD-175.

6.10. Hung or Unexpended Ordnance Recovery Procedures.

6.10.1. Pilots will advise RAPCON on initial contact if they have known or suspected hung or unexpended live and inert heavy weight ordnance and will recover via a straight-in approach, avoiding populated areas. Tower will notify Command Post of aircraft returning with hung ordnance.

6.10.2. Aircraft with hung live or unsecured inert heavy weight ordnance will land at Gila Bend AFAF.

6.10.3. Aircraft with unexpended live or inert heavy weight, or hung secure inert heavy weight ordnance, may recover at Luke. Pilots will avoid flying over populated areas.

6.10.3.1. Aircraft with unexpended live ordnance will use Runway 03 for landing. Aircraft will not takeoff or land with greater than a 10-knot tailwind component. Aircraft returning with unexpended live ordnance need to coordinate with the SOF prior to returning to the base.

6.10.3.2. If Runway 21 is in use, and the tail wind component to Runway 03 exceeds 10 knots, aircraft will divert to Gila Bend AFAF. Otherwise, aircraft will land opposite direction on Runway 03L.

6.10.4. Hung (Jammed) or Run-away Gun.

6.10.4.1. Pilots with a hung or run-away gun will declare an emergency, fly the hung ordnance pattern to land on Runway 03L/21R and will taxi to the alternate de-arm areas (**Attachment 2**). Pilots will park in the spot located furthest from the runway and point the nose of the aircraft heading 210^{o}. If it is unsafe to taxi, pilots will shut down the aircraft.

6.10.4.2. During Runway 03L/21R closures, pilots with a hung or run-away gun will fly the hung ordnance pattern to land on Runway 21L and exit at Taxiway Juliet. Pilots will park in the center portion of the alternate arm/de-arm area (**Attachment 2**) and point the nose of the aircraft heading 210^{o}. If unable to land Runway 21L, land Runway 03R and taxi via Taxiway Alpha to the Runway 21R hammerhead. If unable, back taxi to Taxiway Juliet. If it is unsafe to taxi, pilots will shut down the aircraft.

6.10.4.3. Single Runway 03R operations. If operating single Runway 03R and Taxiway Alpha is closed, aircraft will land on Runway 03R, after landing roll, will begin a back taxi down Runway 03R with the nose of the aircraft making a western turn. At the approach end of Runway 03R, the aircraft will exit the runway at Taxiway Juliet and enter the Alternate Hung Gun area with the nose pointed to a 210 degree heading. If operating single Runway 03R and Taxiway Alpha is open, aircraft will exit Runway 03R

at the departure end and make a western turn on Taxiway A and proceed to the Hot Brake/Hung Gun area at the departure end of Runway 03L and park in the western-most spot.

6.10.5. Suspected Hung or Unsecured Flares.

6.10.5.1. Airborne pilots who suspect their aircraft has hung or unsecured flares will notify ATC as soon as possible. Pilots will declare an emergency when recovering with hung or suspected hung flares. The airfield manager will dispatch a vehicle to perform a runway FOD check immediately after the aircraft lands.

6.10.5.2. Flares – After exiting the runway, pilots will taxi to the alternate de-arm area and wait for Fire Emergency Services and/or EOD.

6.10.6. Hung Rockets.

6.10.6.1. For an unexpended rocket (misfire condition), pilots shall return to Luke via a straight-in approach (with chase if available) using standard hung bomb procedures, avoiding populated areas. After landing go to the normal de-arm area. With a normal hung rocket, have it pinned by EOR and taxi back to parking. If EOR crew determines the rocket is unsafe, notify Ground Control and declare an emergency, taxi to the alternate de-arm area and wait for EOD and/or flying squadron weapons personnel.

6.10.6.2. Rocket Motor Ignited (Hangfire). Pilots shall selectively jettison the triple ejection rack (TER).

6.10.7. Gila Bend AFAF Hung Ordnance Procedures. Refer to AFI 13-212, *Range Planning and Operations*, *Luke AFB Supplement 1*.

6.10.7.1. When GXF runway is closed/unusable and aircraft are forced to recover with hung ignited rockets, unsecure heavyweights, Maverick misfire or hangfire, or armed/hung secured/hung unsecured lives, pilots will declare an emergency and plan to recover to Luke Runway 03L via a straight-in avoiding populated areas. Aircrew will stop straight ahead, or taxi clear to Runway 03L north hammerhead as appropriate.

6.10.7.2. When GXF runway is closed and winds, weather, or airfield precludes a safe landing on Runway 03L at Luke, aircrew and SOF will consider the best alternative based on weather, fuel, etc. and prioritize landing at Yuma Runway 03L, then Davis Monthan Runway 30, and as a last resort Luke Runway 21R.

6.10.7.3. Aircrew must exercise extreme caution to avoid populated areas during flight in less familiar locations. Aircrews will clearly state emergency and hung ordnance situation with Luke Approach and request vectors to avoid populated areas.

6.11. Early Returns.

6.11.1. For non-emergency early returns, pilots will notify SOF.

6.12. Hot Brakes.

6.12.1. If pilots suspect hot brakes, they will taxi to the nearest hot brake area and park in the furthermost parking spot from the runway. The pilots will immediately advise Tower or Ground Control and identify which brake assembly(s) is/are suspected to be hot, as well as provide aircraft position and tail number. A ground emergency will be declared.

6.13. Hydrazine Spill and Emergency Power Unit (EPU) Activation Actions (In-flight or Ground Emergency).

6.13.1. Pilots will notify ATC as soon as possible if the aircraft's EPU activates. If the EPU activates while taxiing, pilot will stop the aircraft and notify Ground Control.

6.13.1.1. Tower will:

6.13.1.2. Activate the PCAS.

6.13.1.3. Direct airborne emergency aircraft to stop straight ahead on the runway or taxi to the hydrazine area as determined by the SOF.

6.13.1.4. Advise taxiing emergency aircraft to hold their position on the taxiway. **Note:** Aircraft in parking that have a hydrazine spill or EPU activation will not taxi.

6.13.1.5. Direct other aircraft and vehicles away from the area.

6.13.2. Fire Emergency Services crews will establish an initial cordon 100' upwind and 300' downwind and adjust the cordon based on the situation.

6.14. Gear Pins.

6.14.1. Aircraft experiencing gear extension malfunctions of any kind, or using alternate gear extension (regardless of gear indications at time of landing), will stop straight ahead on the runway and have the landing gear pins installed prior to taxiing or towing clear of the runway.

6.14.2. Pilots of emergency aircraft needing to have gear pinned will notify Tower or SOF. Tower will notify Crash Recovery via direct landline. Transient Alert will then dispatch a crew to pin and tow the aircraft to the Runway 21L EOR or the Runway 03L/03R hammerheads.

6.14.3. Pilots of non-emergency aircraft needing to have gear pinned will notify Tower or SOF. For aircraft landing Runway 03L and remaining on Taxiway Alpha hammerhead; Tower will notify Airfield Management via direct landline. Airfield Management will notify MOC who will dispatch a vehicle to be escorted by Airfield Management for tow operations. All other runways; aircraft will notify SOF or squadron operations for aircraft tow.

6.14.4. In the event a non-emergency aircraft is unable to "clear" the active runway, Tower will contact Airfield Management via direct landline. Airfield Management will notify MOC to have the aircraft towed to parking. Transient Alert will dispatch a crew to tow transient aircraft off the active runway.

6.15. Emergency Locator Transmitter (ELT) Procedures.

6.15.1. An inadvertent activation of an ELT does not require an immediate response or processing as an emergency. Unless a requirement for assistance is verified, the PCAS must not be activated.

6.15.2. ELTs may be tested during the first 5 minutes of the hour for no more than 3 audible sweeps.

6.15.3. If Tower hears an ELT other than during the first 5 minutes of the hour, Tower will notify Command Post, RAPCON, and Airfield Management. RAPCON will then notify Albuquerque Center.

6.15.4. If RAPCON hears an ELT other than during the first 5 minutes of the hour, RAPCON will notify Tower, Command Post, Airfield Management, and Albuquerque Center.

6.15.5. Airfield Management will notify Tower, RAPCON, MOC, and TA, if they receive ELT information from another source.

6.15.6. Command Post will:

6.15.6.1. Advise RAPCON of ELT tests.

6.15.6.2. When advised by RAPCON of an ELT signal, notify appropriate base personnel to attempt to determine if the signal is emitting from the base survival equipment shop or a parked aircraft.

6.16. Explosive Detection K-9 Teams.

6.16.1. If an ATC facility receives a request from a civilian aircraft for the location of the nearest Explosive Detection K-9 team, controllers shall refer to FAA JO 7210.3.

6.16.2. If an emergency situation exists contact Security Forces at (ext 6-5970) and inform them of the request. Security Forces will coordinate with civilian law enforcement for K-9 explosive support.

6.16.3. An Explosive Detection K-9 Team is located at Luke AFB. If the civilian law enforcement request support from Luke AFB and base officials concur support can be provided, advise the pilot that support is available and request the pilot's intentions.

6.17. Hijack/Theft Response and Unauthorized Landings.

6.17.1. ATC and Airfield Management will following procedures outlined in 56 FW OPLAN 502, *Stop Alert* and 56 FW OPLAN 31, *Integrated Defense Plan.* If the landing aircraft is civilian, 56 SFS personnel are required to sweep the aircraft for explosives and vet all personnel on board. Recommended parking is the south arm/de-arm area for Runway 21 and the north EOR for Runway 03. Other parking locations will be pre-coordinated with Airfield Management and 56 SFS.

Chapter 7

SPECIAL OPERATIONS

7.1. Military Assumes Responsibility for Separation of Aircraft (MARSA) Procedures.

7.1.1. MARSA is authorized for special military IFR operations when coordinated with the air traffic control agency having jurisdiction over the area in which the operations will be conducted. The following guidelines will be followed when MARSA is employed:

7.1.2. Flight leads must plan and brief/coordinate with all flights involved in the operation.

7.1.3. The mission commander must notify ATC at least 24 hours in advance any time more than four aircraft are involved.

7.1.4. Place a remark on the flight plan identifying the call signs of the other formations involved in the MARSA flight (for four aircraft or less, only a remark in the flight plan is required).

7.1.5. Mission commanders will ensure all participants are familiar with 2 NM maximum spacing between elements of non-standard formations. Any requirements outside those parameters must be individually coordinated with ATC.

7.1.6. Flight leads are encouraged to coordinate with ATC as far in advance as possible. MARSA cannot be invoked or denied indiscriminately by pilots or controllers. It will be used for large force exercise (LFE) and when mission dictates combined flights for a single mission.

7.1.7. The 56 FW/CC assumes responsibility for separation of participating aircraft operating within SUAs, ATCAAs, and air refueling anchors.

7.2. Noise Abatement Procedures.

7.2.1. Noise abatement procedures have been incorporated into all Luke AFB Standard Instrument Departure Procedures (SIDS) and Terminal Instrument Procedures (TERPS).

7.3. Mass Launch and Large Force Exercise Departure Procedures.

7.3.1. Pilots will use the following procedures when conducting mass launch and large force exercises:

7.3.2. Large force exercises and similar deployments departing as a single flight, but returning as multiple flights must file a separate flight plan for each returning flight.

7.3.3. Contact the Tower Watch Supervisor 24 hours prior to planned missions and provide the following information: Mass brief time, Call sign, Number in flight, Departure time, Type departure, and Request for nonstandard spacing (if appropriate).

7.3.4. Every effort will be made to have a Tower representative at the mass brief.

7.3.5. Tower will pass the above information to RAPCON as soon as it is received.

7.3.5.1. If 8 or more aircraft or a tanker is involved, pilots will use the following procedures:

7.3.5.2. VFR or Composite VFR/IFR Departures. On departure, maintain VFR and contact with Luke Tower. Proceed to 10-mile initial, then over-fly the field (maintaining VFR) between 2,600 and 3,600' MSL. At the departure end of the runway, proceed with the filed VFR/IFR departure.

7.3.5.3. IFR Departures. On departure, execute local IFR climbout for vectors to a 10 NM final for flight join-up. Over-fly the field between 2,600 and 3,600' MSL unless another altitude is issued by ATC. Upon passing the TACAN, proceed on the filed IFR departure.

7.3.5.4. When a tanker aircraft is included in the flight, the tanker will hold in position on the runway until the fighters are joined up and over the field. At that time the tanker will be cleared for takeoff.

7.4. Functional Check Flights (FCF).

7.4.1. FCF max climbs will depart from Runway 03 only. Pilots will advise Clearance Delivery that they are a FCF and request block altitudes. Pilots will advise Tower 5 minutes prior to departure to allow for required coordination.

7.5. Tactical Initial and Tactical Departures.

7.5.1. Tactical initials and tactical departures are not authorized at Luke AFB.

7.6. Drag Chute Operations.

7.6.1. Scheduled drag chute deployments will normally be conducted on Runway 03R/21L.

7.6.1.1. Pilots will:

7.6.1.2. File "DRAG CHUTE" in the remarks section of their flight plan.

7.6.1.3. Advise Approach Control on initial contact of intentions to do a drag chute landing.

7.6.1.4. Advise Tower on initial contact which element will do the drag chute landing and on which approach the aircraft will full stop.

7.6.1.5. Include the phrase "drag chute" when calling base for landing clearance. This phrase will only be used on the approach the aircraft intends to deploy the chute.

7.6.1.6. After deploying the chute, continue straight ahead and release chute at pilot discretion.

7.6.2. Tower will approve drag chute deployments to the maximum extent possible. For transient aircraft, call Crash Recovery (Transient Alert) and request a truck be sent to retrieve the deployed chute. For base assigned aircraft, call Airfield Management if the 21 AMU is not already waiting to retrieve the chute.

7.6.3. Crash Recovery or 21 AMU will:

7.6.3.1. Dispatch a truck (or notify 21 AMU) to retrieve the chute.

7.6.3.2. Once approved on the runway by Tower, retrieve chute and exit the runway.

7.6.3.3. Advise Tower when unable to respond to drag chute deployments.

7.6.4. In the event of an unscheduled drag chute deployment, pilots must advise Tower as soon as possible. Tower may request pilots "*hold the chute*." In this event, pilots are expected to carry the chute off the active runway and drop on the taxiway. Chutes dropped on the runway will cause suspended runway operations.

7.7. Flight Check Operations.

7.7.1. Flight Check operations have priority over local flying operations. Pilots can expect possible departure and arrival delays during flight check. Tower will broadcast "*Flight Check in Progress*" on the ATIS.

7.8. Airfield Operations Flight Support for Exercises.

7.8.1. 56 FW/XP will notify 56 OSS/OSA, Airfield Operations Flight Commander, and 56 OSS/OSAA, Airfield Manager, at least 48 hours prior to exercises that will involve ATC facilities or the airfield. Minimum information will include: Time of exercise, sequence of planned events, and affected facilities and/or area of the airfield. Notify 56 OSS/OSA of changes at least 1 hour prior to the start of the exercise. Tower, RAPCON, and Airfield Management will not evacuate for exercises.

7.9. Barrier Certification Procedures.

7.9.1. BAK-12 barriers at Luke AFB and Gila Bend AFAF require an annual certification, which is scheduled by Barrier Maintenance. All barrier certifications will be scheduled/conducted at a time to ensure minimum impact to wing flying. Certifications will be scheduled Monday through Friday, normally after the first or last sortie of the day. All certifications will take place during daylight hours.

7.9.1.1. Barrier Maintenance will:

7.9.1.2. Publish a letter listing annual certification dates for all systems on Luke AFB and Gila Bend AFAF, and forward copies to 56 OSS/OSO, Current Operations, and 56 OSS/OSAA, Airfield Management.

7.9.1.3. Notify Luke Airfield Management or 56 FW RMO (Gila Bend AFAF) 30 days prior to the due date to start coordination procedures and coordinate with Airfield Management on any unscheduled certification that is required due to barrier or major component change out.

7.9.1.4. Conduct an inspection of the cable and barrier system before and after engagements. Prior to an engagement, notify Airfield Management if the system is "not operational" and if the engagement is expected to be delayed or cancelled.

7.9.1.5. Certify systems back into service after an aircraft arrestment. Once system has been inspected and deemed serviceable, Barrier Maintenance will then certify system back into service and inform Airfield Management of system status. Only Barrier Maintenance can certify arresting systems.

7.9.2. Airfield Management will:

7.9.2.1. Schedule aircraft through 56 OSS/OSO Current Operations upon notification of proposed certification date from Barrier Maintenance.

7.9.2.2. Send NOTAMs, as applicable, and coordinate scheduled time with the following agencies: Tower; Command Post; Fire Emergency Services; Flight Safety; Power Production; SOF; Airfield Sweeper; Transient Alert; Airfield Lighting, tasked squadron, and 56 FW/XP (only for base exercises). Ensure engagement is de-conflicted as much as practical.

7.9.2.3. After notification from Tower that the aircraft is enroute to staging area, pass the impending engagement and approximate time via Ramp Net.

7.9.2.4. Act as on scene commander and be final authority for GO/NO-GO call based on airfield conditions and confirmation from Barrier Maintenance that the barrier is operational or not operational. Inform Tower when GO/NO-GO for engagement is determined.

7.9.2.5. Complete a FOD check of the area prior to and after the engagement and dispatch airfield sweeper to sweep, as required.

7.9.2.6. Coordinate with on-scene Barrier Maintenance personnel prior to aircraft rollout for certification engagements ensuring personnel are clear of barrier huts and pits.

7.9.3. Current Operations will task an F-16 squadron to provide a POC and aircraft and inform Airfield Management of the tasked squadron and POC. The 21 FS, 425 FS, and F-35s will not be tasked.

7.9.4. Tasked F-16 squadron will:

7.9.4.1. Select an F-16 and an IP to perform the engagement. Aircraft will not perform engagement and then takeoff. Engagements shall be conducted on a non-interference basis, and after the aircraft has just recovered from a sortie. The tasked squadron's Ops Sup will ensure the designated pilot is instructor qualified and aircraft status/configuration will allow a safe engagement.

7.9.4.2. Normal maintenance preflight and launch procedures will be performed if aircraft selected requires an engine start.

7.9.4.3. Wing external tanks, if carried, will be empty. Centerline stores are not authorized. Ordnance will not be installed. Empty TER-9 or SUU-20 or captive missiles are allowed for practice engagements.

7.9.4.4. EOR inspections for practice engagements will be provided by EOR crew.

7.9.5. Fire Emergency Services will:

7.9.5.1. Pass minimum engagement speed to aircraft prior to engagement and provide Barrier Maintenance personnel the aircraft weight and actual speed after the engagement.

7.9.5.2. Determine fire safe condition of aircraft and take appropriate fire suppression and rescue actions as required.

7.9.5.3. The senior fire official will have Crash Recovery shut down aircraft, release the hook from cable, and tow the aircraft from runway.

7.9.5.4. Assist Barrier Maintenance to return arresting gear to battery ready condition, as required.

7.9.6. Tower will:

7.9.6.1. Suspend runway operations and notify Gila Bend AFAF.

7.9.6.2. Notify Airfield Management when the designated aircraft is 30 minutes from landing and when entering the staging area.

7.9.6.3. After receiving a final "GO" from Airfield Management, approve aircraft to taxi and perform engagement.

7.9.7. Flight Safety will monitor engagements. If a safety violation is detected, the engagement will be canceled.

7.9.8. Additional Personnel. All personnel, except those directly involved in the engagement, will observe from the approach side of the barrier and no closer than 100'.

7.9.9. The SOF will adhere to published procedures in SOF checklists.

7.9.10. Tasked F-16 pilot will:

7.9.10.1. Monitor/use CH 9 (UHF 369.0), SOF frequency.

7.9.10.2. Review flight manual procedures. If conducting an engagement after the aircraft has just recovered from a sortie, pilots will reference the "Brake Energy Limits-Maximum Effort Braking" section in TO 1F-16XX-1-1 and calculate the Safe Tire Bead Temperature to determine if a quick turnaround is possible.

7.9.10.3. Direct any questions to Barrier Maintenance.

7.9.10.4. Provide call sign and tail number to Tower.

7.9.10.5. Wear normal flight gear and use normal strap-in procedures.

7.9.10.6. Contact Tower prior to taxi. Perform normal preflight, start, and taxi procedures.

7.9.10.7. Perform all normal checks to include pre-take-off checks prior to taking the active runway. Confirm radio contact with the senior fire official, Safety, and the SOF on CH 9 (UHF 369.0).

7.9.10.8. Perform approach end arrestment checklist, on the active runway, prior to acceleration.

7.9.10.9. Acceleration will be accomplished from take-off position. Certification engagements for all barriers will be made toward the center of the runway.

7.9.10.10. Afterburner may be necessary to attain sufficient speed. Do not lower the hook until in take-off position and ready for engagement.

7.9.10.11. Recommended minimum speed for certification engagement is 75 knots regardless of aircraft weight. To qualify as a valid certification engagement, each hydraulic selector valve must shuttle from static pressure to pump pressure.

7.9.10.12. Engage the cable in the center and in the direction (approach end) that provides maximum runway length. Initiate an abort if hook does not engage.

7.9.10.13. After engagement, notify senior fire official on CH 9 (UHF 369.0), of total gross weight and speed.

7.9.10.14. Follow Fire Emergency Services directions for extraction from cable. After shut down, aircraft will be towed to the hammerhead of the affected runway.

7.9.10.15. After landing checks will be accomplished prior to taxiing or parking.

7.9.11. Gila Bend AFAF Barrier Certifications. For barrier certifications at Gila Bend AFAF, pilots will adhere to the flight manual procedures and the following:

7.9.11.1. The aircraft will not be refueled prior to the engagement unless the aircraft weight is less than 20,000 pounds.

7.9.11.2. After the engagement, the pilot will taxi back to parking and shutdown for refueling and shear bolt replacement.

7.10. Supervisor of Flying (SOF) Operations in the Tower.

7.10.1. The SOF and ATC Watch Supervisors will provide real-time coordination between the flying organizations and the ATC facilities.

7.10.1.1. The SOF will:

7.10.1.2. Coordinate with the Tower/RAPCON Watch Supervisor rather than communicating directly with the controllers working in the position.

7.10.1.3. Coordinate with the Tower Watch Supervisor:

7.10.1.3.1. On proposed runway changes.

7.10.1.3.2. Prior to allowing visitors access to the Tower.

7.10.1.3.3. To request information from an aircraft on an ATC frequency (e.g., PIREPs, divert information, etc.).

7.10.1.4. On request, provide the Tower Watch Supervisor the following data on emergency aircraft: call sign, nature of emergency, fuel in minutes/pounds, pilot intentions, and number of people on board.

7.10.1.5. Keep the Tower/RAPCON Watch Supervisor informed of significant weather information received from PIREPs, time and conditions permitting. If an unsafe situation is observed, notify the Tower/RAPCON Watch Supervisor as soon as possible to relay critical information to airborne aircraft.

7.10.1.6. SOFs will not perform ATC functions or transmit ATC instructions or clearances to aircraft. Occasionally it is necessary to transmit a message not directly associated with ATC, but pertains to safety of aircraft operation or preserving life or property. In these emergency situations, controllers or non-ATC individuals may transmit such a message. The SOF may transmit this kind of message after coordination with the Watch Supervisor if controllers can interrupt transmissions to continue ATC services.

7.10.2. The SOF Program Manager will:

7.10.2.1. Contact the Tower Chief Controller or Airfield Operations Flight Commander (AOF/CC) when they become aware of any problem between a SOF and ATC personnel.

7.10.2.2. Provide the Tower with a current list of all qualified SOFs and SOFs in upgrade training authorized access to the Tower monthly. IAW AFI 31-101, *Integrated Defense*

(FOUO), the Tower access roster must be signed by the 56 OSS/CC or delegated authority.

7.10.3. The Tower Watch Supervisor will:

7.10.3.1. Keep the SOF informed on who the designated Watch Supervisor is throughout the shift.

7.10.3.2. Be responsible for all runway change coordination.

7.10.3.3. Allow the SOF to monitor the Tower Watch Supervisor's position during periods of SOF equipment outages that prevent the SOF from performing normal duties.

7.10.3.4. Coordinate with the SOF on any scheduled/unscheduled activity that may interfere with or curtail aircraft operations.

7.10.3.5. Brief SOF trainees on the scope of Tower operations.

7.10.4. The RAPCON Watch Supervisor will:

7.10.4.1. Keep the SOF informed of appropriate Significant Meteorological Information (SIGMET) reports.

7.10.4.2. Inform the SOF of RAPCON equipment limitations, including NAVAIDs that will affect or curtail 56 FW operations.

7.10.4.3. Brief SOF trainees on the scope of RAPCON operations.

7.10.5. The AOF/CC and facility Chief Controllers will attend SOF meetings and brief applicable ATC topics at the meetings. The SOF Program Manager and the AOF/CC will be the points of contact for resolving issues or conflicts impacting SOF/air traffic relations.

Chapter 8

QUALITY ASSURANCE PROGRAMS

8.1. Airfield Operations Board (AOB).

8.1.1. The Luke Airfield Operations Board provides a forum for discussing, updating and tracking various activities in support of the Luke flying mission. This board will convene quarterly as directed by AFI 13-204 V3, *Airfield Operations Procedures and Programs.*

8.1.2. AOB Membership. The board will be comprised of the following members or designated representatives: 56 FW/CV (Chair), 56 OG/CC, 56 MSG/CC, 56 OSS/CC / OSA (Recorder) / OSAA (Airfield Management) / OSAT (Tower) / OSAR (RAPCON) / OSAM (Automation) / OSAE (TERPS) / OSAG (ATC Training) / OSAV (ATC Stan/Eval) / OSW (Weather) / OSM (Ground Radar/Airfield Systems), 56 CES/CC/CEC/CENP, 56 FW/SEF, 56 OG/OGV, 56 RMO/ARO/ASM (Airspace Manager), All Luke-assigned FS/CCs/DOs (only one of the two is required to attend), 56 FW/CP, and FAA ATREP.

8.1.3. The following members are not required, but highly encouraged to attend AOBs: 56 SFS/S3 (or designated representative), 56 MXG/MXO, 161 ARW, Glendale Tower, Goodyear Tower, and Phoenix TRACON.

8.1.4. AOB Schedule and Agenda. The AOB will normally meet every April, July, October, and January. The AOB chairperson may adjust this schedule or call additional meetings if necessary. The agenda must include topics as prescribed by AFI 13204V3, as well as other material as deemed appropriate.

8.1.5. Annual Review Items. The following items will be reviewed in the designated calendar year quarters.

8.1.5.1. 1st Quarter (NLT 31 March): Terminal Instrument Procedures (TERPS).

8.1.5.2. 2nd Quarter (NLT 30 June): Air Installation Compatible Use Zone (AICUZ) and Letters of Procedures (LOPs) affecting airfield operations and ATC.

8.1.5.3. 3rd Quarter (NLT 30 September): Airfield Waivers and results of Annual Airfield Certification/Safety Inspection (ACSI).

8.1.5.4. 4th Quarter (NLT 31 December): Aircraft Parking Plan and Annual Self Inspection/Special Interest Items (SIIs).

8.2. Mid-Air Collision Avoidance (MACA) Program.

8.2.1. 56 FW/SEF manages the MACA program and will work closely with 56 OSS/OSA and 56 RMO/ASM on MACA issues. 56 FW/SEF, along with a representative from 56 OSS/OSA and 56 RMO/ASM, must attend civilian pilot meetings and visit local airports quarterly.

Chapter 9

AIRFIELD MAINTENANCE

9.1. Sweeper Operations.

9.1.1. Adequate control and removal of foreign materials from the airfield environment requires the use of sweeping equipment on a frequent and regular basis. Airfield Sweepers will be the primary means of foreign object removal from the airfield. Other equipment such as the FOD Boss, vacuums and magnetic bars may be used when properly coordinated through Airfield Management and the 56 FW FOD Manager. Sweeping equipment containing metallic or wire bristles are prohibited from operating on the airfield.

9.1.1.1. Schedules. The daily airfield sweeper schedule is as follows:

9.1.1.2. Normal Duty Days (Mon - Fri). An airfield sweeper will be operating on the airfield from 0600-2300 or until wing flying is completed as determined by Airfield Management. A stand-by sweeper will also be available during wing flying. In the event of unforeseen circumstances (i.e. emergency repairs, heavy FOD generation from large frame operations, aircraft emergencies, severe weather and etc.) the stand-by sweeper will respond as required. During wing flying the stand-by sweeper must be able to respond to the airfield within 30 minutes.

9.1.1.3. Weekends and Holidays. An airfield sweeper will be on call to support flying operations. During periods of extended flying or when determined by Airfield Management, an airfield sweeper will be present on the airfield until released by the Airfield Management Operations Supervisor. Stand-by sweepers will be notified of operational requirements by Airfield Management upon the release of approved weekend operating hours. A current stand-by sweeper schedule will be updated monthly and kept on file at CE Service Call. When recalled during weekend hours the stand-by sweeper will report for duty as soon as possible.

9.1.2. Area of Operations. The daily sweeping route is based on the priority areas listed in **Attachment 20** in conjunction with real-time operational requirements. Airfield Management will pass changes to the Sweeper. Regardless of the route, airfield sweeping must be comprehensive and include runways, overruns, aprons, shoulders, and airfield driving areas.

9.1.3. Procedures.

9.1.3.1. Sweeper drivers will report to Airfield Management at 0600L each morning for an airfield status briefing. The airfield status briefing will identify areas needing immediate attention, unusual aircraft operations, restrictions, and specific sweeping requests. Once the briefing is complete, the sweeper driver will sign the airfield sweeper log.

9.1.3.2. Sweeper drivers will accept sweeping instructions from Airfield Management only. Base contractors and the Base Civil Engineer Equipment Section will employ an additional sweeper when engaged in airfield construction or repair projects. The primary airfield sweeper will be utilized to support the 56 FW flying mission only. When grass

mowers are within 100’ of runways and taxiways, an additional sweeper with radio contact to the Tower will be present on the airfield.

9.1.3.3. Sweeper effectiveness decreases as vehicle speed increases. Therefore, sweeper drivers will sweep at minimum reasonable speed, not to exceed 15 miles per hour (MPH). Exception: Sweepers may operate at speeds greater than 15 MPH during runway clearing operations (i.e., blown tires, etc.).

9.1.3.4. Sweepers will remain clear of all taxiing aircraft. Sweeper operations will cease as aircraft approach and will not be restarted until the operator has made sure taxiing aircraft are well clear.

9.1.3.5. When departing the airfield, the sweeper driver will notify Airfield Management of the destination and the estimated time of return. The stand-by sweeper will be activated for periods in excess of 30 minutes. The sweeper driver will notify Airfield Management when returning to the airfield. All events will be annotated in the Airfield Management daily events log.

9.1.3.6. When unusual objects (e.g., 20mm rounds, shell casings, aircraft panels, large pieces of tire with no reported blown tire incident, heavy broken items that may be from an aircraft, etc.) are found on the airfield they will be reported to Airfield Management. Sweeper drivers will not sweep over hazardous materials (i.e., fuel and oil).

9.2. Mower Operations.

9.2.1. 56 CES maintains a third party mower contract for the airfield. Mowing is conducted on an as needed basis as determined by Airfield Management or by the contractor. Mower drivers will notify Airfield Management and the Tower prior to starting and upon conclusion of airfield mowing. Mower operations will be broadcast on the ATIS and annotated in the airfield management daily events log.

9.3. Spall Repairs, Rubber Removal, and Any Other Maintenance or Construction.

9.3.1. Coordination must be made with the Airfield Manager or designated representative prior to beginning any construction/repairs on the airfield. 56 CES and the Airfield Manager or designated representative will coordinate all airfield maintenance, including, but not limited to spall repairs, rubber removal, and airfield painting prior to the start of work. Every effort will be made to minimize impact on flying operations. Airfield Management will publish appropriate NOTAMs regarding airfield maintenance.

SCOTT L. PLEUS
Brigadier General, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits,* 1 September 1995

AFI 11-2F-16, Volume 3, *F-16 Operations Procedures,* 18 December 2013

AFI 11-2F-35A, Volume 3, *F-35A Operations Procedures,* 7 June 2012

AFI 11-201, *Flight Information Publication, 31 March 2009*

AFI 11-202 V2 56 OG Sup, *Aircrew Standardization/Evaluation Program,* 13 September 2010

AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System,* 3 June 2011

AFI 11-218, *Aircraft Operations and Movement on the Ground,* 28 October 2011

AFI 13-204 V2, *Airfield Operations Standardization and Evaluation,* 1 September 2010

AFI 13-204 V3, *Airfield Operations Procedures and Programs,* 1 September 2010

AFI 13-212, *Range Planning and Operations,* 16 November 2007

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AFI 31-101, *Integrated Defense (FOUO),* 8 October 2009

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AFPD 13-2, *Air Traffic, Airfield, Airspace and Range Management,* 7 August 2007

FAA JO 7110.65, *Air Traffic Control*

LUKEAFBI 13-213, *Airfield Driving Instruction (to be replaced by AFI 13-213_LUKEAFBSUP)*

LUKEAFBI 35-101, *Visitors and Photography on the Flightline (being revised)*

UFC 3-260-01, *Airfield and Heliport Planning and Design*

UFC 3-535-01, *Visual Air Navigation Facilities*

Prescribed Form

Luke AFB Form 40, *Request for Extended Flights*

Adopted Form

AF Form 847, *Recommendation for Change of Publication*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DoD International Flight Plan*

Luke AFB Form 40, *Request for Extended Flights*

Abbreviations and Acronyms

AAS—Aircraft Arresting System

AFB—Air Force Base

AFI—Air Force Instruction

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ATC—Air Traffic Control

ATCAA—Air Traffic Control Assigned Airspace

ATCALS—Air Traffic Control and Landings Systems

ATIS—Automated Terminal Information Service

BMGR—Barry M. Goldwater Ranges

CMA—Controlled Movement Area

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

FAA—Federal Aviation Administration

FCF—Functional Check Flight

FLIP—Flight Information Publication

FOD—Foreign Object Debris

FWR—Fallen Warrior Recovery

IAW—In Accordance With

IFG—In Flight Guide

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Condition

LANTIRN—Low Altitude Navigation and Targeting Infrared for Night

LOA—Letter of Agreement

MACA—Mid Air Collision Avoidance

MARSA—Military Assumes Responsibility for Separation of Aircraft

MOC—Maintenance Operations Center

MOU—Memorandum of Understanding

MSL—Mean Sea Level

NAS—National Airspace System

NAVAID—Navigational Aid

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

OBO—Official Business Only

PCAS—Primary Crash Alarm System

PDR—Preferred Departure Route

PIREP—Pilot Information Report

POFZ—Precision Obstacle Free Zone

PPR—Prior Permission Required

RAPCON—Radar Approach Control

RMO—Range Management Office

RSRS—Reduced Same Runway Separation

SATR—Special Air Traffic Rule

SCN—Secondary Crash Net

SFA—Single Frequency Approach

SFO/PFO—Simulated Flameout/Precautionary Flameout

SIDS—Standard Instrument Departures

SOF—Supervisor of Flying

TA—Transient Alert

TER—Triple Ejection Rack

TERPS—Terminal Instrument Procedures

TRACON—Terminal Radar Approach Control

TSS—Tower Simulator System

UAS—Unmanned Aerial System

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

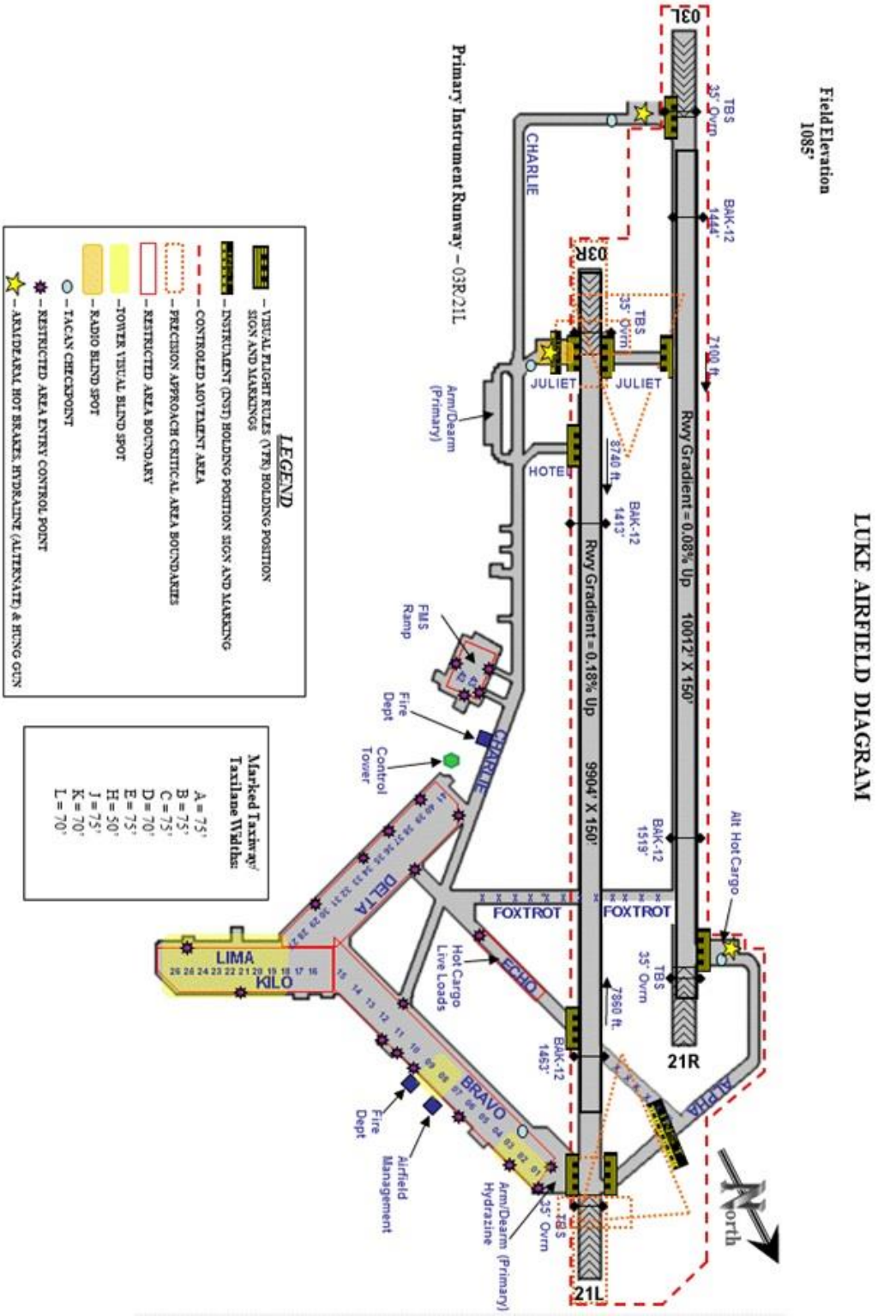
WS—Watch Supervisor

ZAB—Albuquerque Center

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.



Attachment 3

RAPCON AIRSPACE MAP

Figure A3.1. RAPCON Airspace Map.

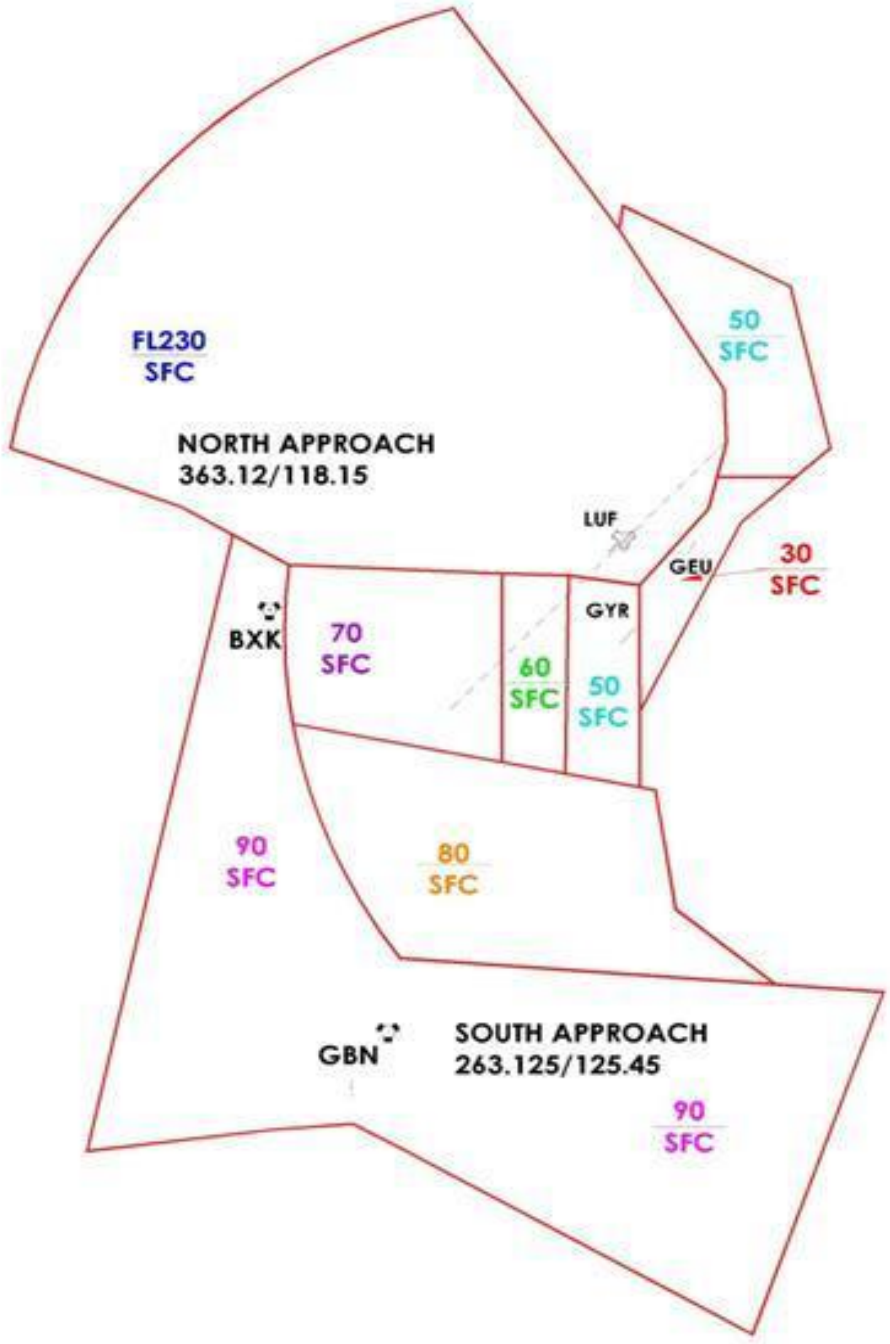
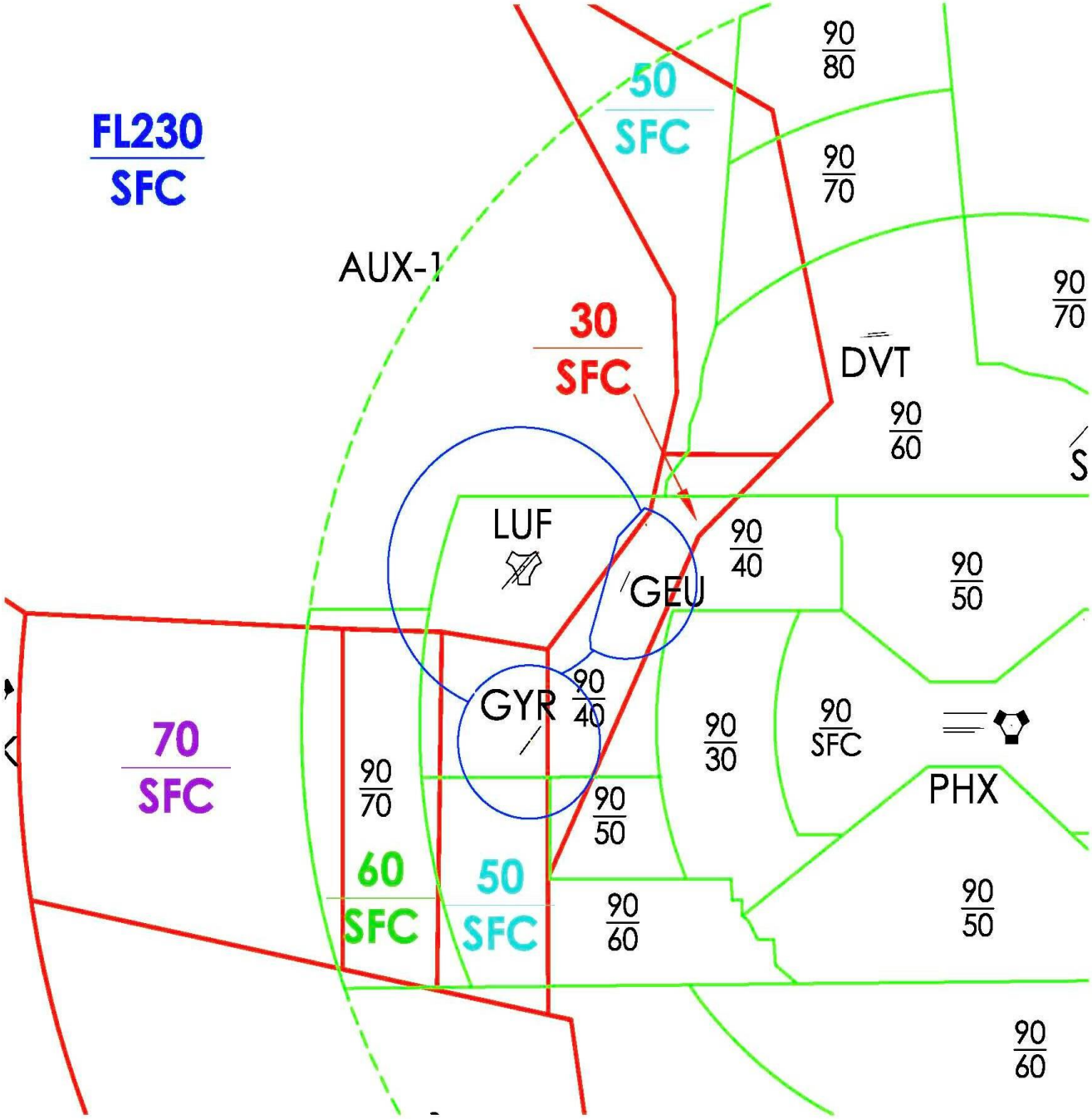


Figure A3.2. RAPCON Airspace Map with Phoenix Class B Overlay.



LEGEND:
Red – Luke Approach Class E Airspace
Green – Phoenix Class B Airspace
Blue – Luke, Goodyear, Glendale Class D Airspace

Attachment 4

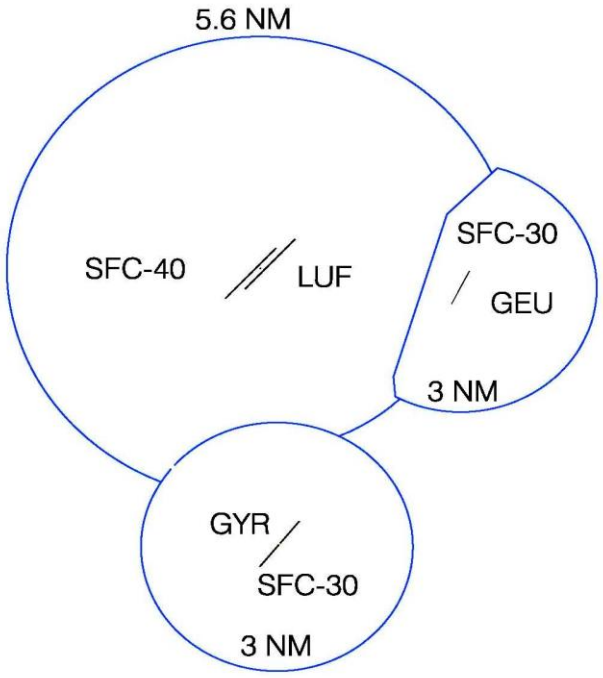
CLASS D AIRSPACE

A4.1. LUKE: That airspace extending upward from the surface to but not including 4,000 feet MSL and within a 5.6-mile radius of Luke AFB from the LUF TACAN R-170 clockwise to R-046 and a 4.4 NM radius of the LUF R-046 clockwise to R-170 from the surface up to but not including 4,000' MSL.

A4.2. GOODYEAR: That airspace extending upward from the surface to but not including 3,000' MSL within a 3-mile radius of Phoenix-Goodyear municipal airport. Goodyear assumes responsibility for the small wedge portion of Luke Class D airspace encompassing the Trotter Track south of Interstate 10 at and below 2,000' MSL.

A4.3. GLENDALE: That airspace extending upward from the surface to but not including 3,000' MSL within a 3-mile radius of Glendale Municipal Airport, excluding that portion adjacent to Luke AFB Class D airspace.

Figure A4.1. Class D Airspace.

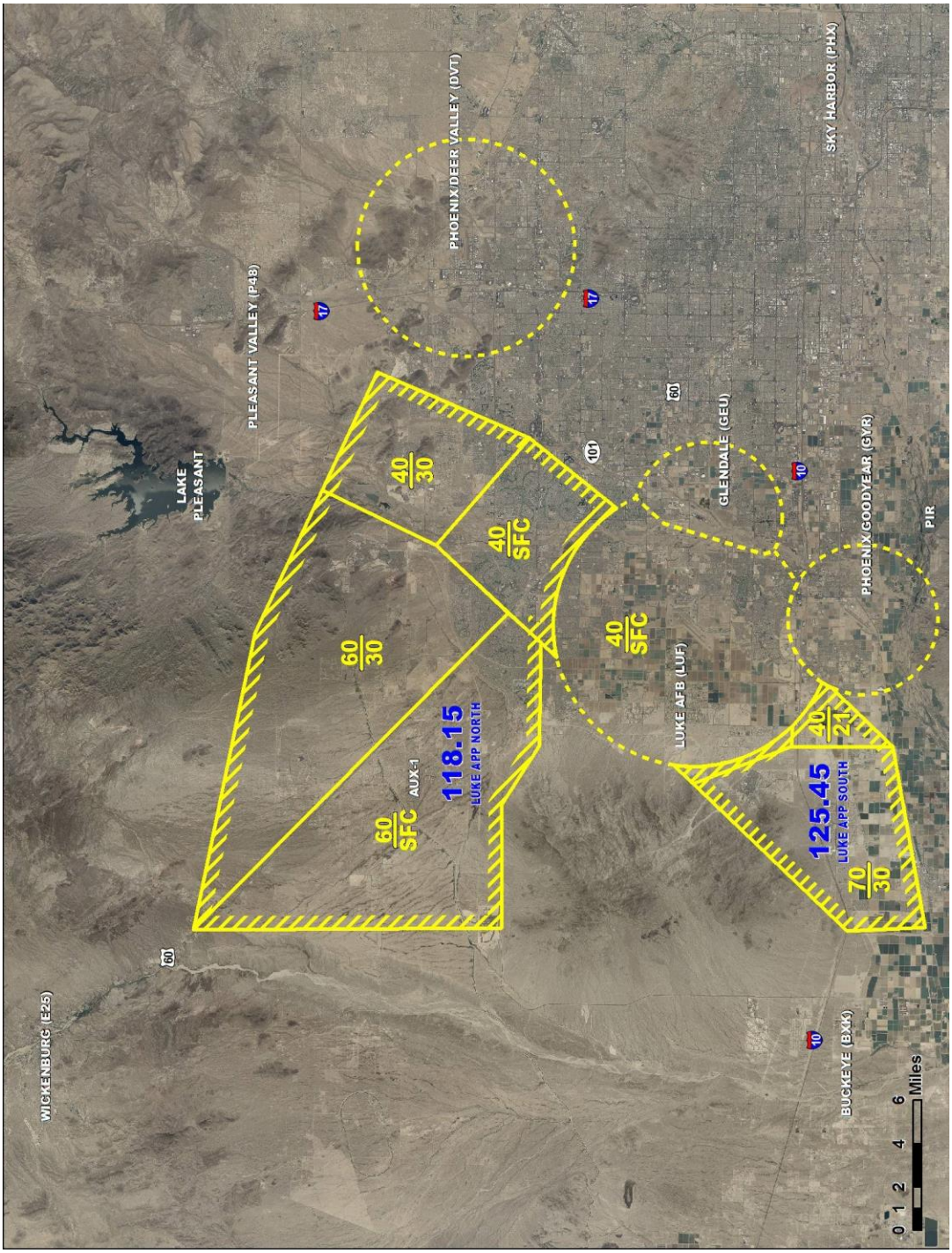


CLASS "D" AIRSPACE

Attachment 5

SPECIAL AIR TRAFFIC RULE (SATR) AIRSPACE

Figure A5.1. Special Air Traffic Rule (SATR) Airspace.



Attachment 6

LOCALIZER/GLIDESLOPE/POFZ CRITICAL AREAS

A6.1. All critical areas are depicted on **Attachment 2** and will be protected IAW FAAJO 7110.65. When the weather is less than 800'or 2 miles but at or above 200' or 1/2 mile, no aircraft larger than fighter type/size may taxi past the instrument hold line while an aircraft is on an ILS approach between the FAF and the airport.

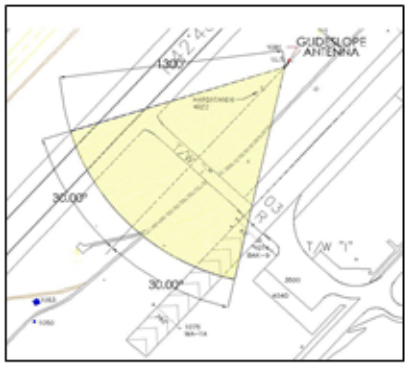
A6.2. When the weather is less than 200' or 1/2 mile, no vehicles or aircraft are allowed beyond the instrument hold line while an aircraft is on an ILS approach between the FAF and the airport.

A6.3. When weather reports an 800' ceiling or 2 miles visibility or greater, the advisory, "*ILS CRITICAL AREA NOT PROTECTED*" shall be issued to arriving aircraft that advise they will conduct a "coupled", "CAT III", or "autoland" type approach.

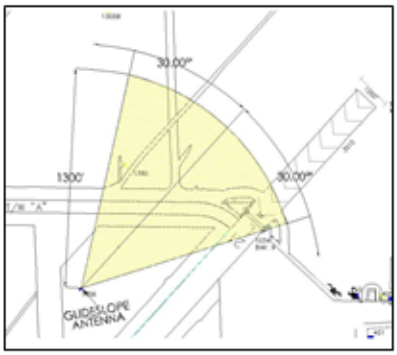
A6.4. Tower shall advise RAPCON and Airfield Management whenever ILS critical areas are being protected.

A6.5. The Precision Approach Obstacle Free Zone (POFZ) is protected by the instrument hold lines on Taxiways Alpha and Juliet (east of Runway 03R). When the weather is less than 300' or 3/4 mile, Taxiway Juliet (west of Runway 03R) and the first 3 spots closest to Runway 03R on the Juliet hammerhead are unusable.

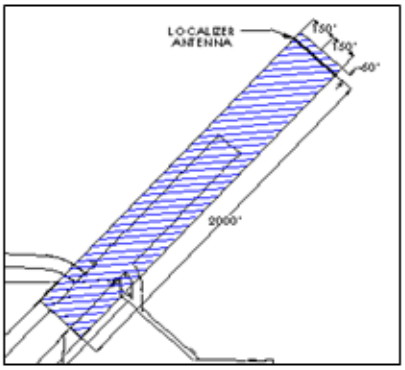
RUNWAY 03R
GLIDESLOPE CRITICAL AREA



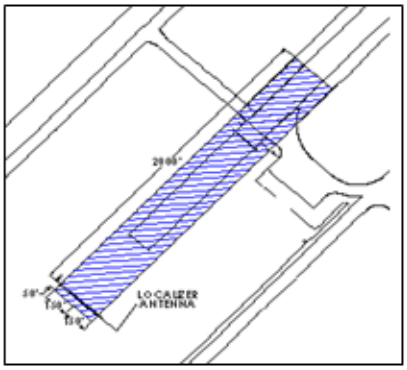
RUNWAY 21L
GLIDESLOPE CRITICAL AREA



RUNWAY 03R
LOCALIZER CRITICAL AREA



RUNWAY 21L
LOCALIZER CRITICAL AREA



Attachment 7

LANTIRN CONFIDENCE CHECK PATTERN

Figure A7.1. LANTIRN Confidence Check Pattern.

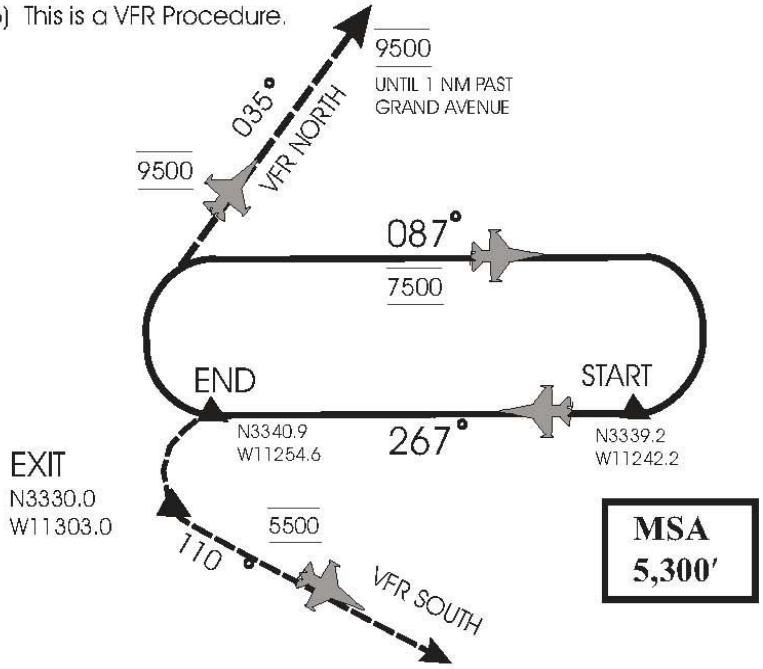
LANTIRN CONFIDENCE CHECK PATTERN

DISCRETE FREQ 306.95 OR AS ASSIGNED / 255.4 IN VR-231

SQUAWK 0277 OR AS ASSIGNED

PROCEDURES:

1) Fly VFR West High Departure to VR-231 not to exceed 6500'. Aircraft will not descend below 6500' until designated start point.
2) Remain clear of AUX-1 by 2 nm. When active, RAPCON will issue traffic.
3) To Re-accomplish the check, fly to the end point and make a right climbing turn to 7500'. Fly the reverse heading 087° and contact RAPCON with intentions. Follow sequencing vectors if required.
4) To exit the pattern to the north, make a climbing right turn and proceed heading 035°. Climb and maintain 9500'. To exit to the South, turn left to the exit point at 5500' heading 110°.
5) This is a VFR Procedure.



CAUTION: TANKZ RECOVERY AT 13 DME AND 5500 IS <5NM FROM VR-231 START POINT

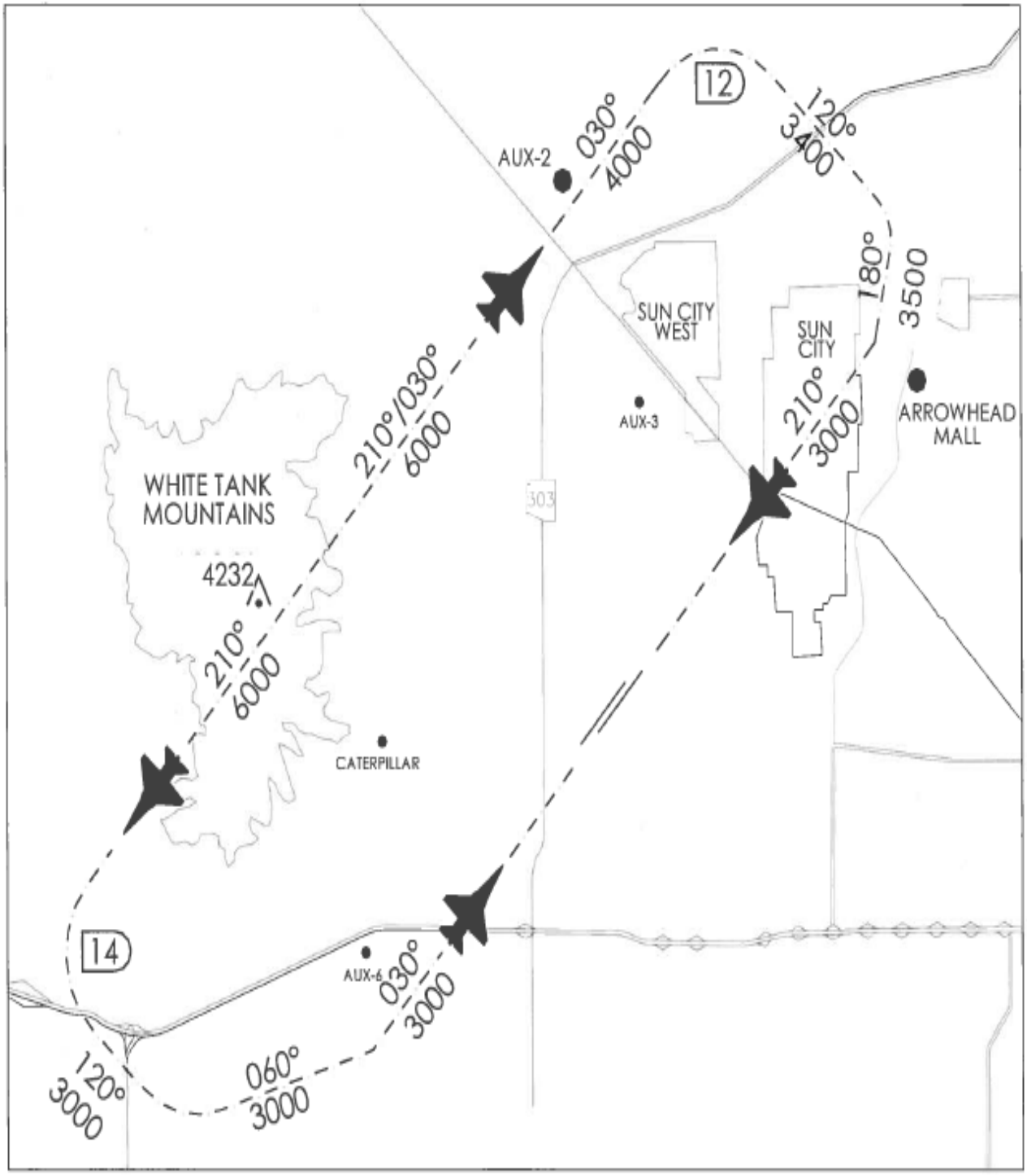
CAUTION: POTENTIAL RADAR AND RADIO BLIND SPOTS EXIST DUE TO MASKING BY THE WHITE TANKS.

VFR SOUTH: Stay west of the White Tanks, fly Hdg 110 to intercept the VFR SOUTH ground track. Resume the VFR SOUTH Departure.

Attachment 8

MAIN BASE RADAR TRAFFIC PATTERNS

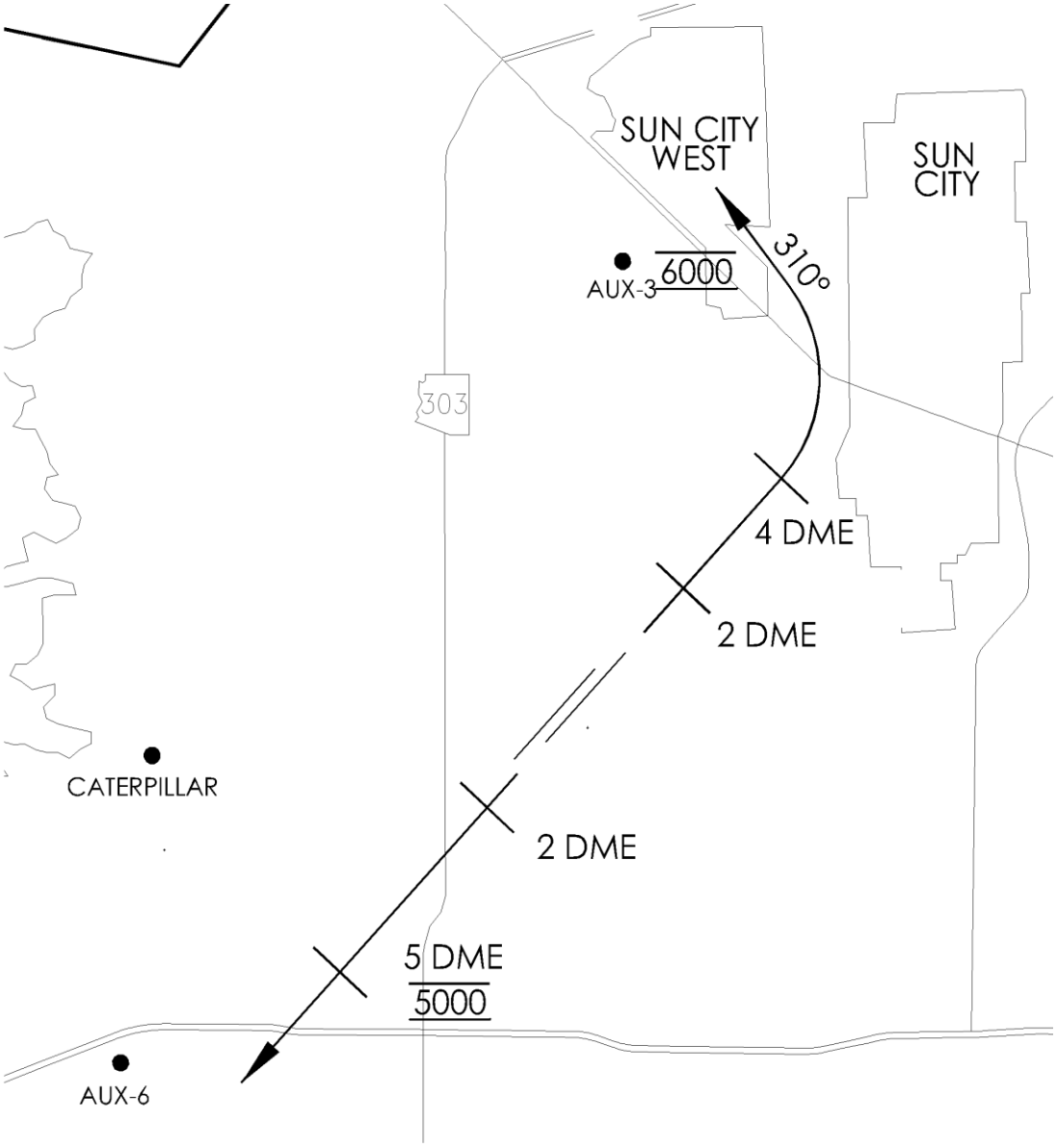
Figure A8.1. Main Base Radar Traffic Patterns.



Attachment 9

LUKE STANDARD INSTRUMENT CLIMBOUT/PREFERRED DEPARTURE ROUTES

Figure A9.1. Luke Standard Instrument Climbout/Preferred Departure Route (PDR).



SOUTH LUKE APPROACH: 125.45, 263.125
NORTH LUKE APPROACH: 118.15, 363.125
LUKE TOWER: 119.1, 379.9

Note: DURING DAY/VFR FLY TO THE NORTH OF DYSART SCHOOL

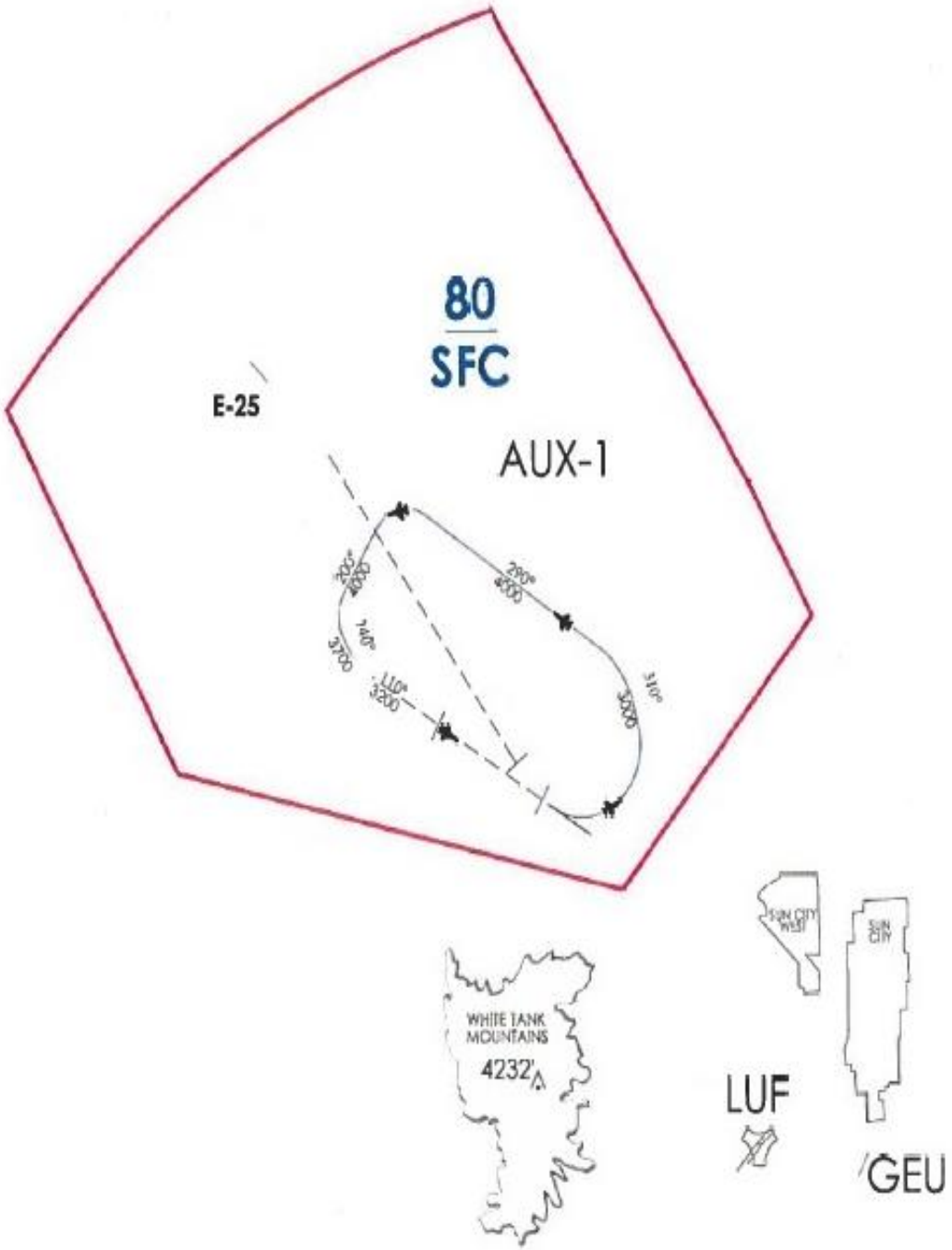
A9.1. RUNWAY 03: Fly runway heading. Cross departure end of the runway at or below 2,100', then climb and maintain 6,000'. At 4 DME, turn left and track heading 310, or as directed by ATC.

A9.2. RUNWAY 21: Fly runway heading. Cross departure end of the runway at or below 2,100', then climb and maintain 5,000', then as directed by ATC.

Attachment 10

AUX-1 RADAR TRAFFIC PATTERN

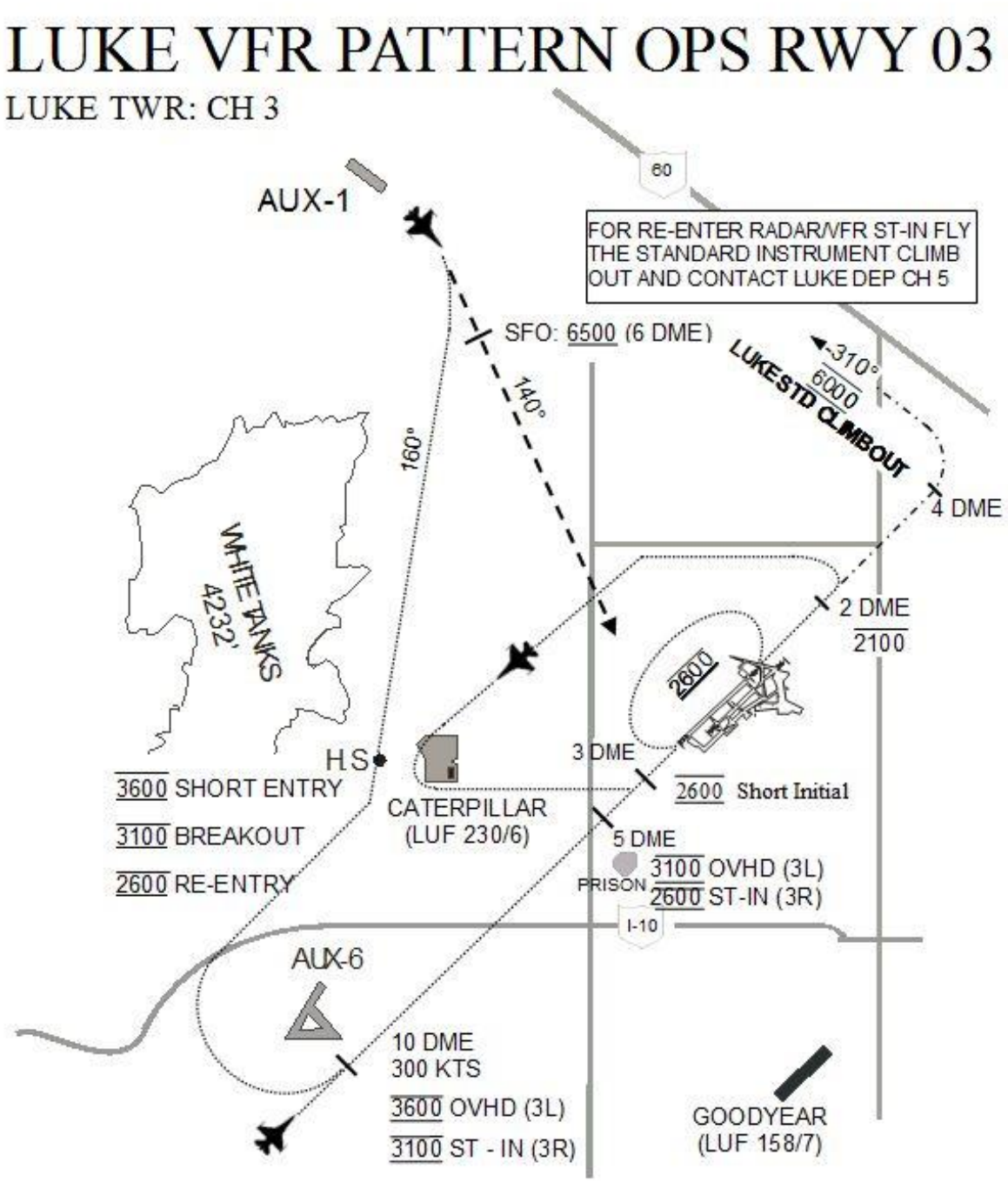
Figure A10.1. AUX-1 Radar Traffic Pattern.



Attachment 11

RUNWAY 03 VFR TRAFFIC PATTERN

Figure A11.1. Runway 03 VFR Traffic Pattern.



SOUTH LUKE APPROACH: 125.45, 263.125
NORTH LUKE APPROACH: 118.15, 363.125
LUKE TOWER: 119.1, 379.9

A11.1. PATTERN ENTRY FROM LUKE RECOVERIES

A11.1.1. Overhead: Intercept the extended runway centerline outside 10 DME at 3,600' and approximately 300 KIAS and proceed as depicted to the outside runway (3L).

A11.1.2. Straight-In: Intercept the extended runway centerline to be at 3,100' and 300KIAS until 10 DME. Proceed as depicted to the inside runway (3R) or as directed by ATC.

A11.1.3. Short-Entry: Request short-entry from Luke Approach. If approved, report CATERPILLAR at 3,600'.

A11.2. PATTERN RE-ENTRY FROM LUKE

A11.2.1. Short Re-Entry: Advise to "***RE-ENTER***" for CATERPILLAR with Luke Tower. Proceed as depicted and report CATERPILLAR at 2,600'.

A11.2.2. Re-Entry To 10-Mile Initial/VFR St-In: Advise to "***RE-ENTER RADAR***" with Luke Tower. Tower will instruct pilots to execute local climbout and contact Luke Departure on CH 5. Pilots will advise RAPCON of intentions and follow RAPCON instructions.

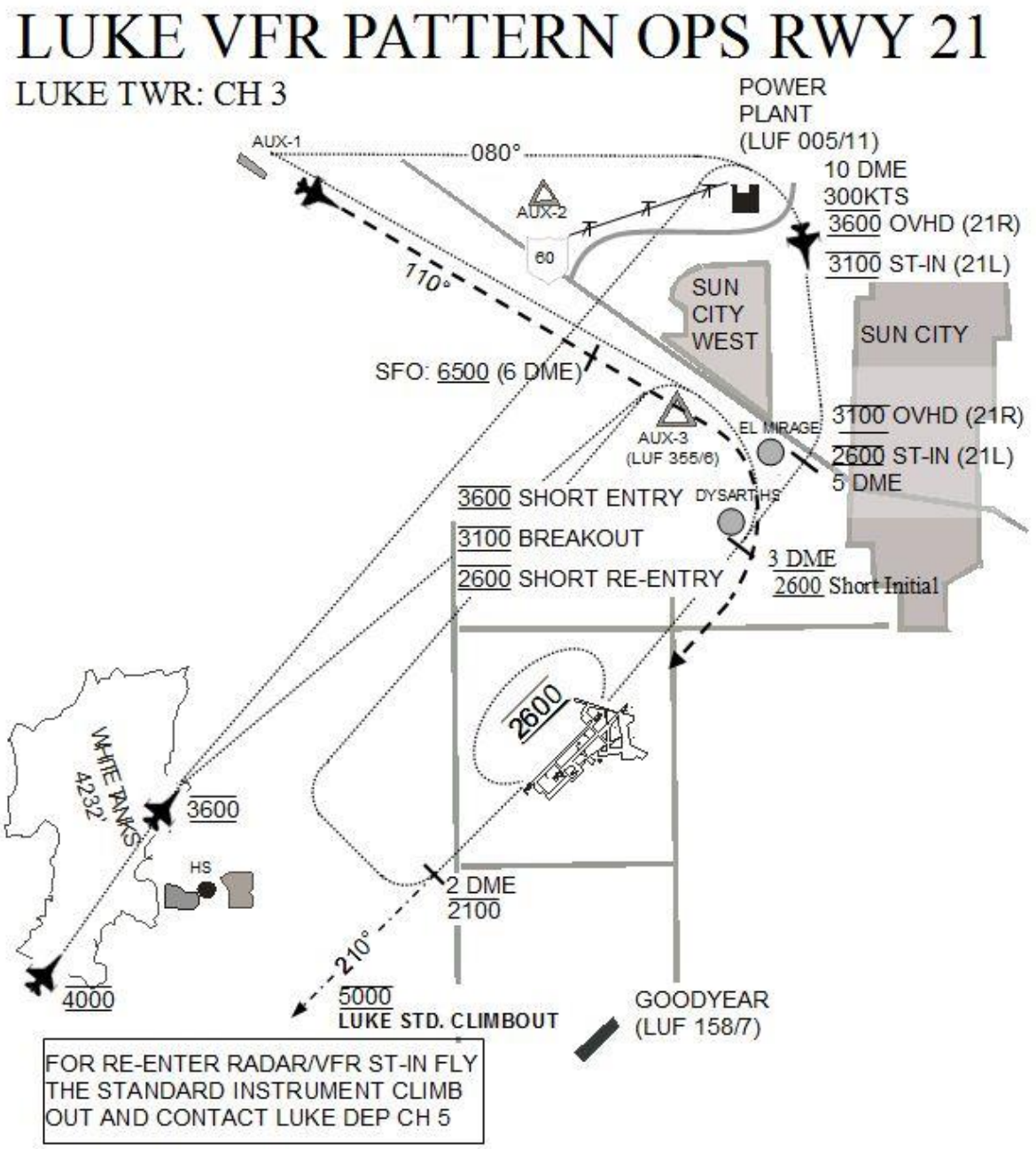
A11.3. PATTERN ENTRY FROM LUKE AUX-1 FIELD. ENTRY TO SHORT INITIAL/INITIAL / ST-IN: Contact Luke Approach on CH 5, then proceed as depicted and comply with overhead, straight-in, or short entry procedures.

A11.4. VFR PATTERN BREAKOUT. **LUKE TOWER PATTERN BREAKOUT:** Climb immediately to 3,100' and proceed to CATERPILLAR. Notify Luke Tower when initiating a breakout. When weather is <2,500' AGL, breakout altitude does not provide VFR cloud clearances. If breakout altitude is not available, pilots will re-enter using visual, radios, Tower, link SA, etc., to sequence.

Attachment 12

RUNWAY 21 VFR TRAFFIC PATTERN

Figure A12.1. Runway 21 VFR Traffic Pattern.



SOUTH LUKE APPROACH: 125.45, 263.125
NORTH LUKE APPROACH: 118.15, 363.125
LUKE TOWER: 119.1, 379.9

A12.1. PATTERN ENTRY FROM LUKE RECOVERIES

A12.1.1. **OVERHEAD:** Intercept the extended runway centerline outside 10 DME at 3,600’ and approximately 300 KIAS and proceed as depicted to the outside runway (21R).

A12.1.2. Straight-In: Intercept the extended runway centerline to be at 3,100’ and 300 KIAS until 10 DME. Proceed as depicted to the inside runway (21L) or as directed by ATC.

A12.1.3. Short-Entry**:** Request short-entry from Luke RAPCON. If approved, report AUX-3 at 3,600'.

A12.2. PATTERN RE-ENTRY FROM LUKE (For re-entry, maintain runway heading at or below 2,100' until 2 DME)

A12.2.1. Short Re-Entry: Advise to "*RE-ENTER*" for AUX-3 with Luke Tower. Proceed as depicted and report AUX-3 at 2,600’.

A12.2.2. Re-Entry To 10-Mile Initial/VFR ST-IN: Advise to "*RE-ENTER RADAR*" with Luke Tower. Tower will instruct pilots to execute local climbout and contact Luke Departure on CH 5. Pilots will advise RAPCON of intentions and follow RAPCON instructions.

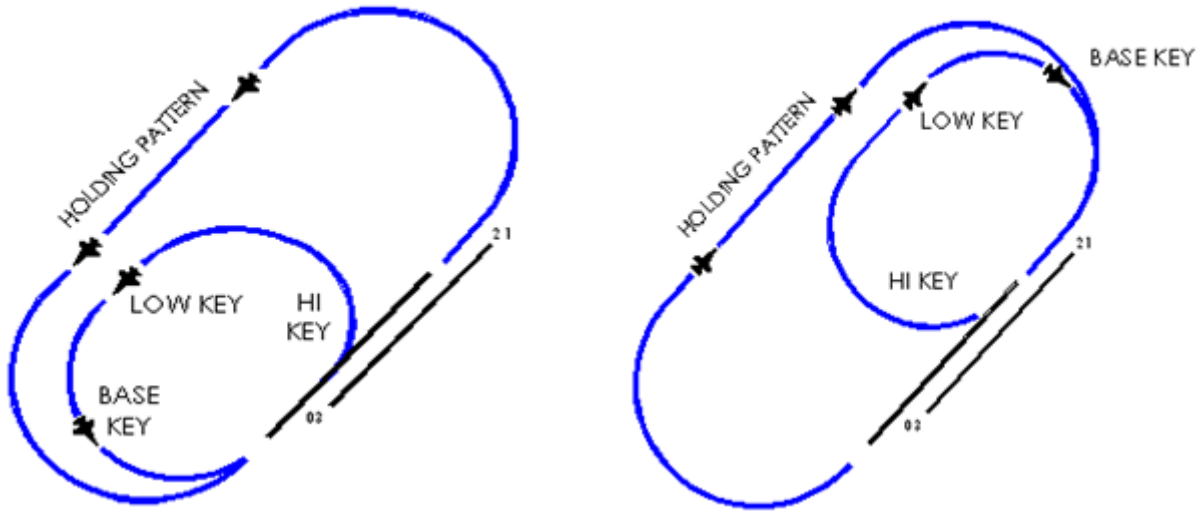
A12.3. PATTERN ENTRY FROM LUKE AUX-1 FIELD. **ENTRY TO SHORT INITIAL / INITIAL / ST-IN:** Contact Luke Approach on CH 5, then proceed as depicted and comply with overhead, straight-in, or short entry procedures.

A12.4. VFR PATTERN BREAKOUT. **LUKE TOWER PATTERN BREAKOUT:** Climb immediately to 3,100’ and proceed to AUX-3. Notify Luke Tower when initiating a breakout. When weather is <2,500’ AGL, breakout altitude does not provide VFR cloud clearances. If breakout altitude is not available, pilots will re-enter using visual, radios, Tower, link SA, etc., to sequence.

Attachment 13

LUKE SFO/PFO PATTERN

Figure A13.1. Luke SFO/PFO Pattern.



LUKE TOWER: CH 3 (379.9)
RUNWAY 03 RUNWAY 21

A13.1. SFO/PFO can be initiated at the following locations:

A13.1.1. After touch and go/low approach

A13.1.2. Caterpillar/AUX-3

A13.1.3. Initial/AUX-1

A13.2. Breakout. Initial traffic has priority. If the High Key/Low Key aircraft does not have Initial traffic in sight or the pilot cannot complete the approach, do not descend below 3,100' MSL. If the High Key/Low Key traffic has NOT initiated the turn to Base Key, the pilot will advise Tower of intentions to either breakout to the short reentry point or climb back to High Key/Low Key. Pilots who have initiated the base turn will maintain at or above 3,100' MSL, fly runway heading, and advise Tower of intentions. Do not breakout to the short re-entry point or climb back to High Key after initiating the turn to Base Key or climb back to Low Key after descending below 3,100' MSL.

A13.3. Remain VMC (WX REQ: 5 miles visibility/ceiling 1,000' above High Key altitude).

A13.4. Remain on Tower frequency and within 4 DME of the field.

A13.5. Low and Base Key flown west of the field and normally to the outside runway.

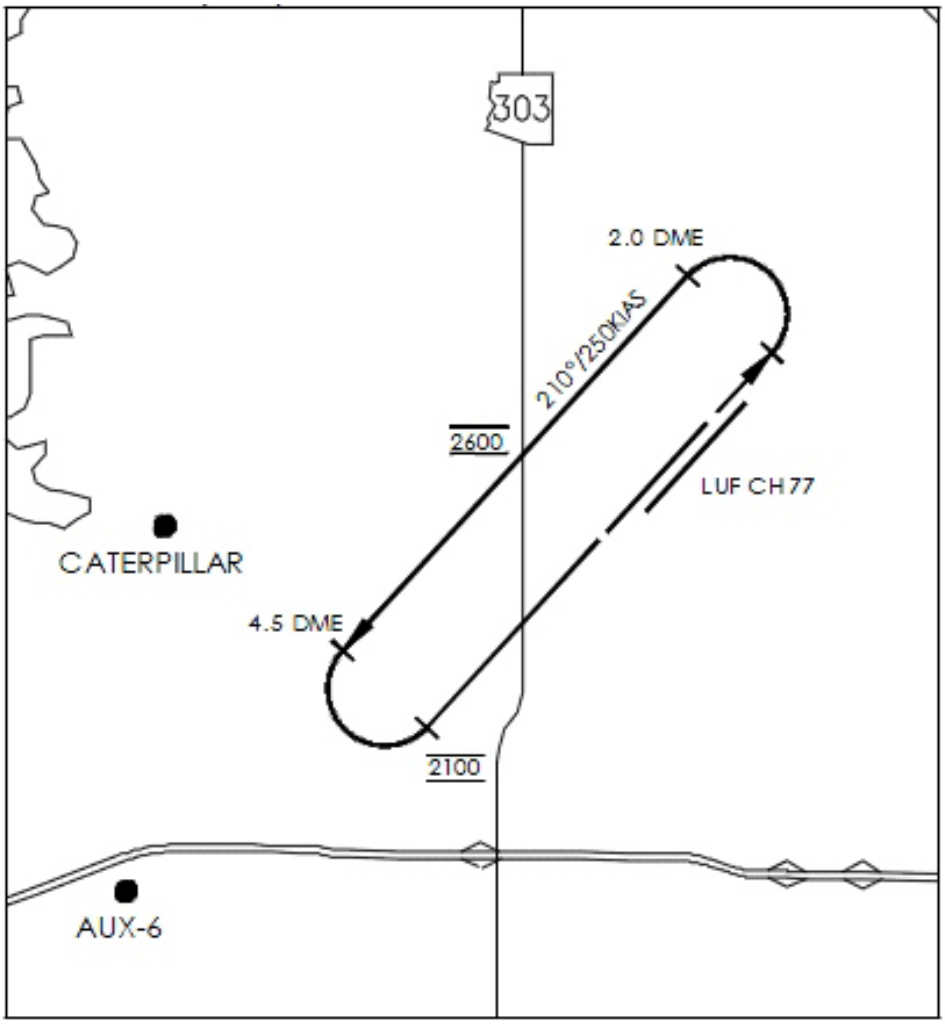
A13.6. ILS traffic off AUX-1 will maintain at or below 3,500' until 12 DME to avoid potential conflict with aircraft flying the JAY-HI TACAN approach. JAY-HI TACAN traffic off AUX-1

remain at or above 4000 until clear of AUX-1. Once cleared for the SFO/PFO, climb to 6,500' MSL or above by 6 DME. At 4 DME proceed to High Key.

Attachment 14

RUNWAY 03 NIGHT TRAFFIC PATTERN

Figure A14.1. Runway 03 Night Traffic Pattern.



LUKE TOWER: CH 3 (379.9)

A14.1. RUNWAY 03: On the go, contact Tower and request closed pattern. Once cleared, climb to 2,600' MSL, turn left heading 210 and fly pattern as depicted to Runway 03L unless otherwise directed by Tower.

A14.1.1. Caution: To avoid the White Tank Mountains, do not exceed 6 DME West of the Luke TACAN.

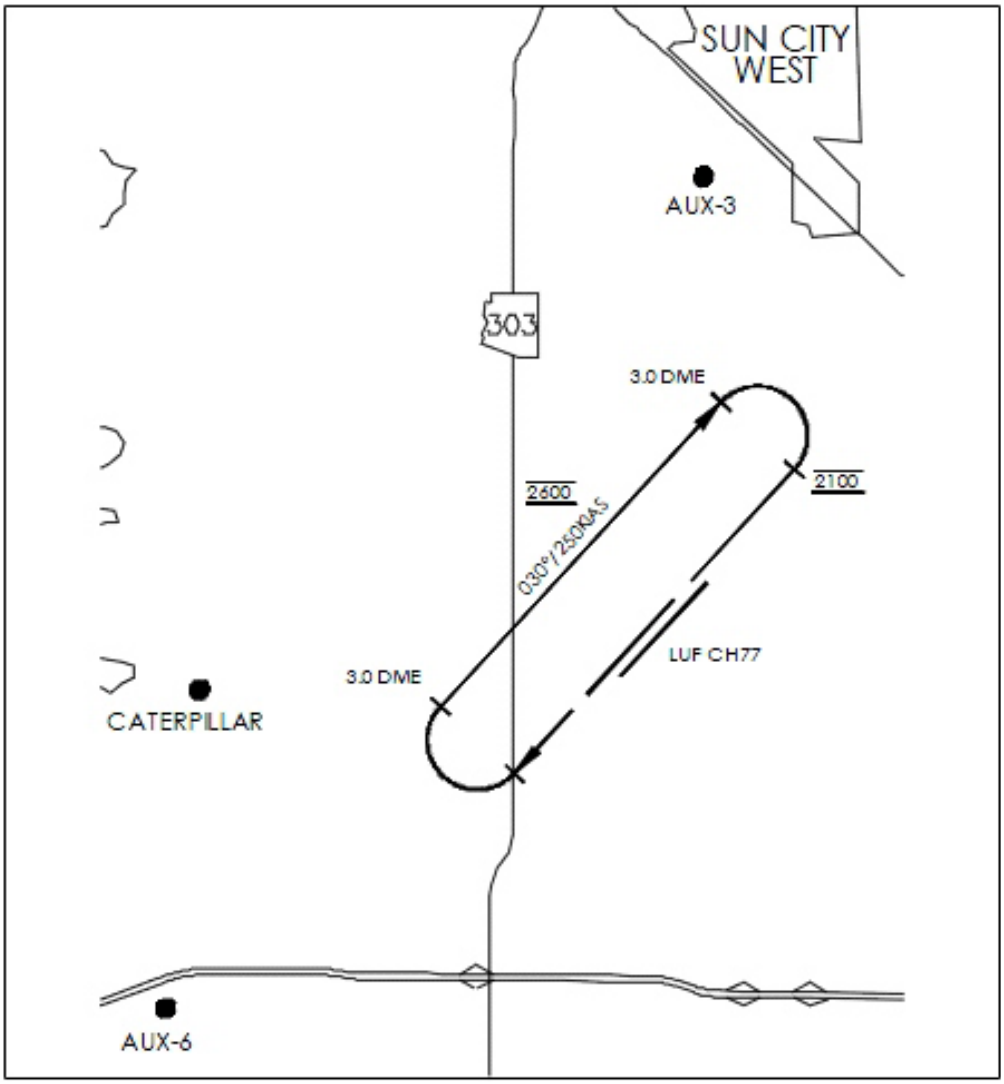
A14.1.2. **Note:** Use caution when making the base turn to de-conflict with any traffic on final for Runway 03R.

A14.2. NIGHT TRAIL RECOVERY: Trail recoveries will be flown as a four-ship (maximum). Flights are expected to be standard formation entering Albuquerque / Luke RAPCON airspace. Request "ILS / TACAN Trail" with Luke Approach. Wingmen will use radar to maintain 1.5 – 2 NM trail from the lead aircraft. Last aircraft in trail will squawk Mode 3: 4000 and Mode C once in trail.

Attachment 15

RUNWAY 21 NIGHT TRAFFIC PATTERN

Figure A15.1. Runway 21 Night Traffic Pattern.



LUKE TOWER: CH 3 (379.9)

A15.1. RUNWAY 21: On the go, contact Tower and request closed pattern. Once cleared, climb to 2,600' MSL, turn right heading 030 and fly pattern as depicted to Runway 21R unless otherwise directed by Tower.

A15.1.1. Caution: To avoid the White Tank Mountains, do not exceed 6 DME West of the Luke TACAN.

A15.1.2. **Note:** Use caution when making the base turn to de-conflict with any traffic on final for Runway 21L.

A15.2. NIGHT TRAIL RECOVERY: Trail recoveries will be flown as a four-ship (maximum). Flights are expected to be standard formation entering Albuquerque / Luke RAPCON airspace. Request "*ILS / TACAN Trail*" with RAPCON. Wingmen will use radar to maintain 1.5 – 2 NM trail from the lead aircraft. Last aircraft in trail will squawk Mode 3: 4000 and Mode C once in trail.

Attachment 16

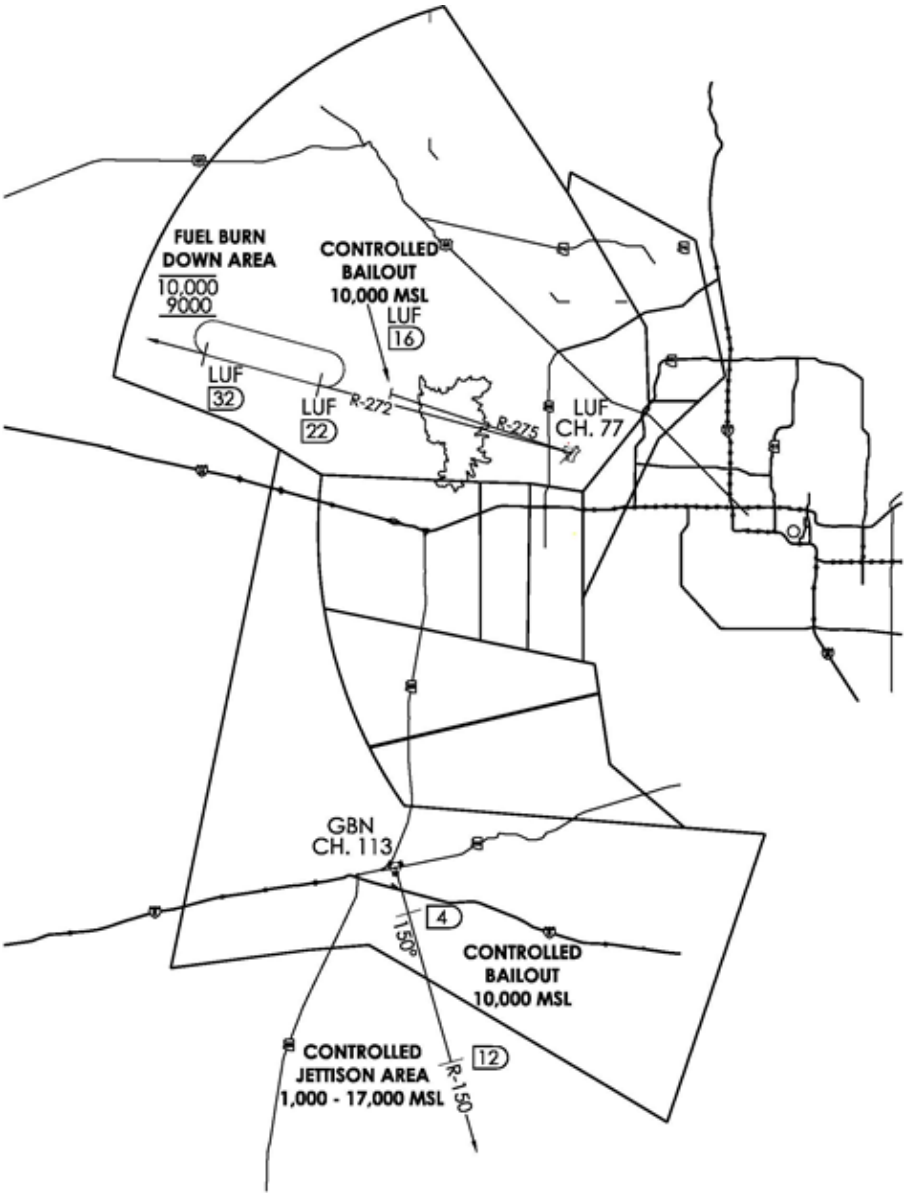
FUEL BURN DOWN, CONTROLLED BAILOUT / JETTISON AREAS

A16.1. FUEL BURN DOWN AREA. Hold north of the LUF R-272 from 22 to 32 DME, at 9,000' to 10,000' MSL. If unable to maintain VMC, coordinate with Luke Approach Control.

A16.2. CONTROLLED BAILOUT AREAS. **LUKE:** Outbound on the LUF R-275/ 16 DME, at 10,000' MSL. **GILA BEND AFAF:** 4 NM East of Gila Bend airfield, heading 150, at 10,000' MSL.

A16.3. ALTERNATE CONTROLLED JETTISON AREA (TAC Range Not Available or IMC). **GBN R-150/12DME** outbound (NW corner of ETAC) between **1,000' AGL and 17,000' MSL**, above frag altitude. Contact Range Operations Coordination Center/Snake-eye prior to range entry.

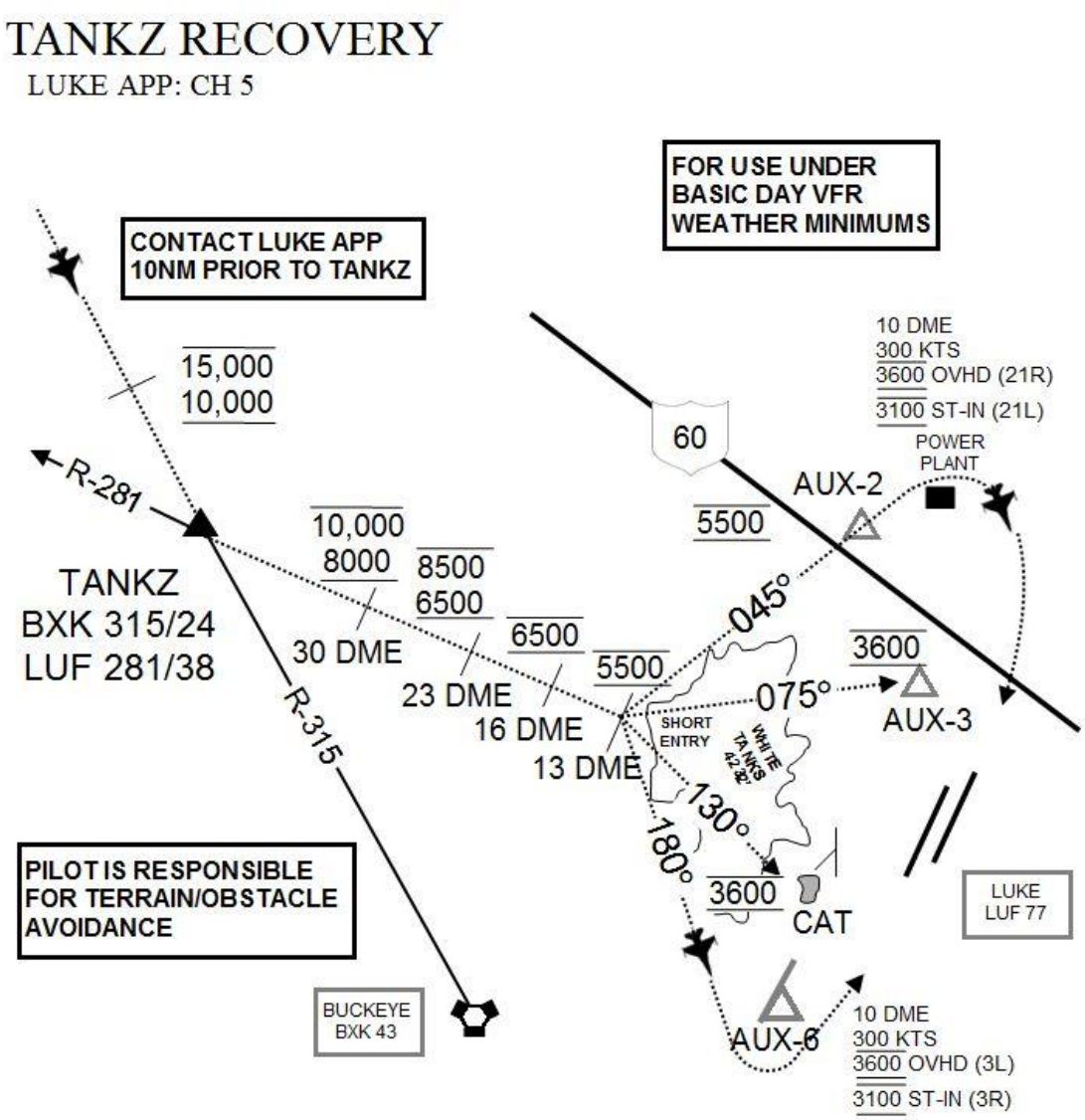
Figure A16.1. Fuel Burn Down, Controlled Bailout/Jettison Areas.



Attachment 17

TANKZ RECOVERY

Figure A17.1. TANKZ Recovery.



A17.1. PROCEDURES: Exit MOA VFR (WYU @ 11.5K/13.5 MSL or XV @ 10.5K/12.5K/14.5K MSL) at TANKZ. Intercept the LUF R-281 inbound to 13 DME, then…

A17.2. RUNWAY 03: At 13 DME turn right heading 180° toward Buckeye. Turn left to intercept the extended runway centerline south of AUX-6 at or above 3,100' MSL, then follow pattern procedures.

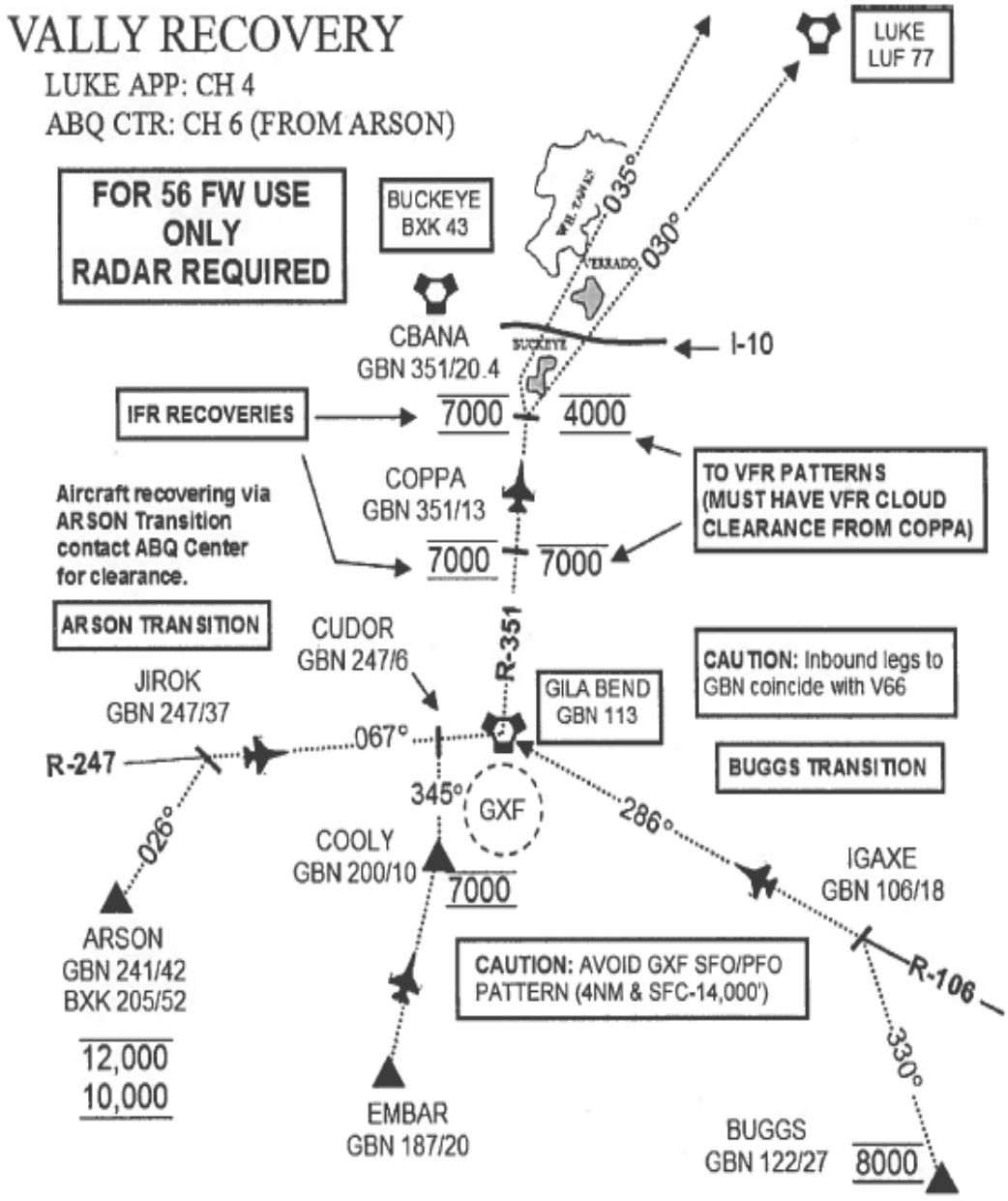
Note: If VFR direct to Caterpillar from airspace, avoid overflight of the concentration of houses and schools in Verrado Community.

A17.3. RUNWAY 21: At 13 DME turn right heading 045^{o} toward AUX-2 at 5,500' MSL. Maintain 5,500' until crossing Grand Ave. Start a descending right turn to fly north of power plant, then follow pattern procedures.

Attachment 18

VALLY RECOVERY

Figure A18.1. VALLY Recovery.



A18.1. IFR RECOVERIES: Via the appropriate transition, then proceed via GBN R-351 to CBANA. Cross COPPA at and maintain 7,000'. Then as assigned by ATC.

A18.2. VFR RECOVERIES: Proceed direct to COPPA using VFR hemispheric altitude at or below 7000, then cross CBANA at 4000. Then via appropriate VFR runway entry.

A18.3. Runway 03 VFR entry: Fly east of the town of Buckeye direct 10 NM initial.

A18.4. Runway 21 VFR entry: After CBANA, continue VFR to AUX-3/Power Plant. Maintain 4000' and fly north along HWY 85 until it intersects I-10. Watch for conflicting departure traffic off Luke. Then fly along east side of White Tanks, avoid the town of Buckeye and the Verrado Community to the west, descending to 3600' once clear of White Tank Mountains.

A18.5. ARSON TRANSITION: When cleared by ATC, exit at ARSON and track heading 026^0 to JIROK, then proceed via GBN R-274 to GBN VORTAC.

A18.6. COOLY TRANSITION: When cleared by ATC, exit at COOLY and track heading 345^0 to CUDOR, then proceed via GBN R-274 to GBN VORTAC. Avoid GXF AUX Field SFO airspace (4 NM radius to 14K' MSL).

A18.7. BUGGS TRANSITION: When cleared by ATC, exit at BUGGS and track heading 330^0 to IGAXE, then proceed via GBN R-106 to GBN VORTAC.

Attachment 19

LOCAL AREA COORDINATES

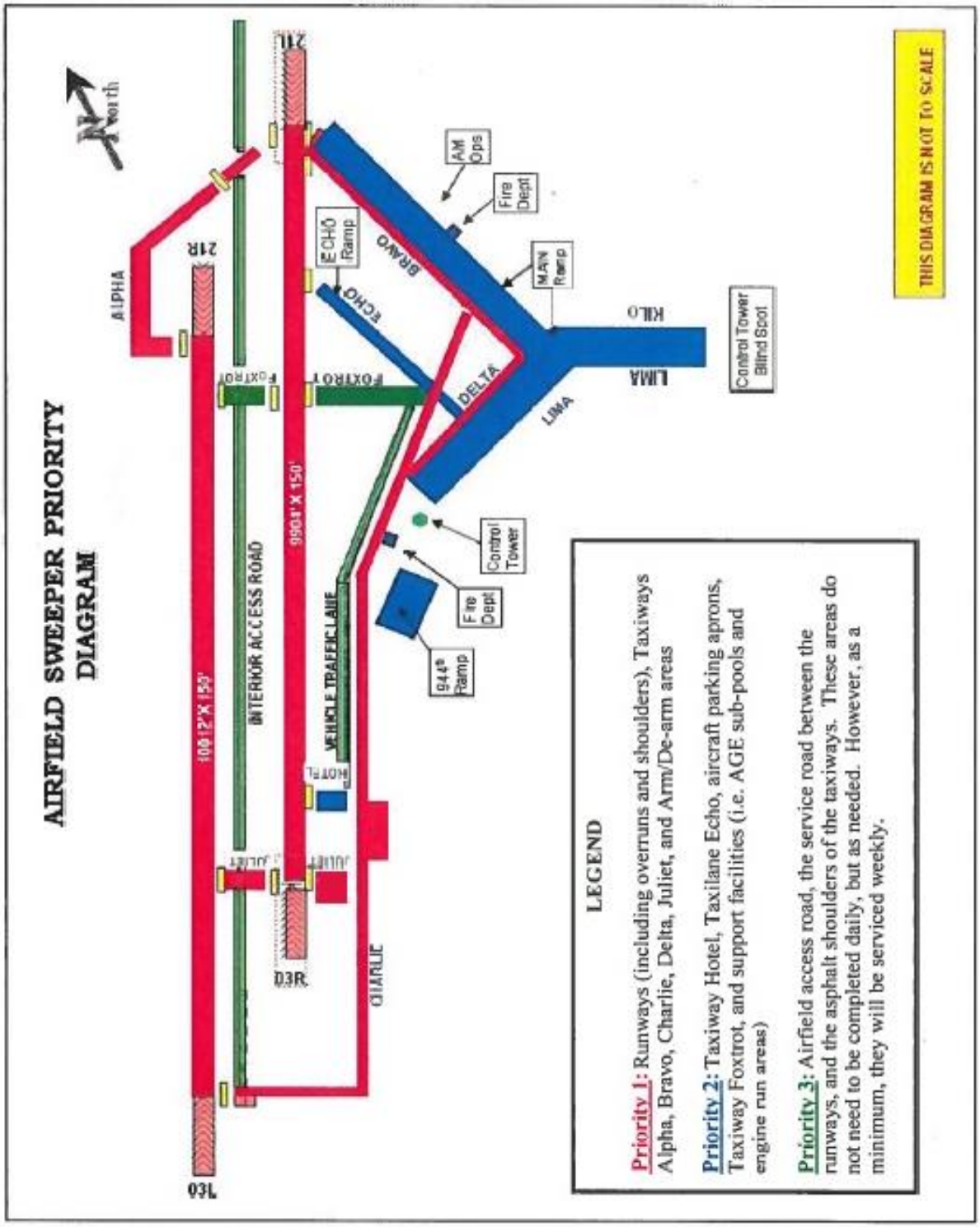
Table A19.1. Local Area Coordinates.

ID	LAT		LONG		NAVAID ID	RADIAL	DME
ARSON	N	324636.96	W	1132817.28	GBN	241	41.6
					BXK	205	52
BUGGS	N	323752.92	W	1121814.81	GBN	122	27
BUSCO	N	331943.93	W	1123348.93	GBN	360	23
CBANA	N	331744.20	W	1123820.11	GBN	351	20.4
					LUF	209	19.5
COOLY	N	324903.96	W	1124705.51	GBN	200	10
COPPA	N	331021.06	W	1123906.39	GBN	351	13
					LUF	199	25.78
CUDOR	N	325625.91	W	1124729.88	GBN	247	6
CULTS	N	333503.16	W	1133040.17	BXK	269	35.32
					GBN	298	56.45
DOODL	N	334458.72	W	1124447.03	LUF	292	22.31
EMBAR	N	323839.68	W	1124856.67	GBN	187	20
IGAXE	N	324600.43	W	1122352.01	GBN	106	18
JIROK	N	325126.96	W	1132350.30	GBN	247	37
					BXK	205	45.61
LENNI	N	335056.34	W	1123648.62	LUF	315	22
					BXK	010	26.94
					PXR	296	40.73
MILLR	N	340406.71	W	1123024.72	DRK	168	38
MONTI	N	335743.45	W	1124155.53	LUF	315	30
NOLLS	N	324836.57	W	1125642.81	BXK	175	39
SABLE	N	333633.31	W	1131555.66	BXK	279	24
TANKZ	N	334748.18	W	1130418.50	BXK	315	24
					LUF	281	37.95
TIRON	N	333650.93	W	1125450.55	LUF	267	27.15
CATERPILLAR	N	332942.64	W	1122846.70	LUF	231	5.6
AUX-2	N	334214.00	W	1122505.00	LUF	336	10.13
AUX-3	N	333752.00	W	1122157.00	LUF	355	5.6
AUX-6	N	332717.70	W	1123023.90	LUF	217	8.7

Attachment 20

AIRFIELD SWEEPER PRIORITIES

Figure A20.1. Airfield Sweeper Priorities.



Attachment 21

LUKE AFB STANDARD RADIO CALLS

A21.1. Pilots requesting clearance to taxi out will transmit: *"Ground, Call sign, taxi (number of aircraft and Squadron Parking Area name) with (ATIS code), and clearance (or VFR N, W, S)."*

A21.2. Pilots will acknowledge taxi out instruction with: *"Call sign, Runway (21L, 03R…etc.),"* and include all hold short instructions as necessary: *"Call sign, Runway 21R, hold short 21L."* Read back of taxi routing is not required.

A21.3. Pilots requesting clearance to cross the departure end of Runway 03R will hold short of the runway and transmit: "*Call sign, North Point"* on Tower frequency prior to the intersection of Taxiway Alpha and Runway 03R. Each pilot will acknowledge clearance to cross with their "*Call sign, (i.e., Viper 1, Viper 2)."* Flight leads will NOT acknowledge for the entire flight.

A21.4. Pilots requesting clearance to cross the departure end of Runway 21L will hold short of the runway and transmit: "*Call sign, South Point"* on Tower frequency prior to the intersection of Taxiway Juliet and Runway 21L. Each pilot will acknowledge clearance to cross with their "*Call sign, (i.e., Viper 1, Viper 2)."* Flight leads will NOT acknowledge for the entire flight.

A21.5. When calling ready for departure, pilots shall inform Tower of their departure type if non-standard: *"Tower, Call sign, ready for takeoff Runway__ (Rolling, Formation, 2+2, non-standard, in-sequence)."*

A21.6. On initial contact with RAPCON, pilots will transmit: *"Approach, Call sign."* Once Approach acknowledges, pilots will transmit "*Call sign, position, altitude, ATIS code (if able), and intentions."* Due to known radio limitations, those recovering from the south may not be able to receive ATIS until inside of BUGGS. In order to alleviate frequency congestion, pilots will report COPPA with the current ATIS code.

A21.7. On initial contact with Tower, pilots will transmit: "*Call sign, distance and cardinal direction from field, intentions (short entry / straight-in / overhead / request High/Low Key)."* Aircraft entering the VFR pattern with an aircraft in IP/FE/emergency chase will add "*with chase*" only to the first radio call to Tower.

A21.8. At Caterpillar / AUX-3: "*Call sign, Caterpillar / AUX-3."*

A21.9. At 5-mile initial: "*Call sign, initial, intentions (stop / low approach / touch-and-go / option)."* Tower will acknowledge and assign the runway. Pilots will acknowledge this call with "*Call sign left/right*."

A21.10. At 3-mile initial: *"Call sign, short initial, intentions (stop / low approach / touch-and-go / option)."* Tower will acknowledge and assign the runway. Pilots will acknowledge this call with "*Call sign left/right*".

A21.11. At Base turn: *"Call sign, base, gear, intentions (stop / low approach / touch-and-go / option), left/right."* Tower will respond with the wind and an appropriate approach and landing clearance. Pilots will acknowledge receipt of a landing clearance with call sign and runway:

"Call sign, left/right." If a formation recovers to a straight-in full stop or initial full stop, clearance for lead to land is clearance for the flight to land. Tower will respond to other flight member base/gear calls with "Roger". No acknowledgement is expected in this case.

A21.12. To advise short re-entry via Caterpillar / AUX-3: *"Call sign, re-enter."*

A21.13. To advise re-entry to 10-mile overhead or 10-mile Straight-In: *"Call sign, re-enter radar."*

A21.14. At 5-miles on straight-in approach: "*Call sign, 5-mile final, gear, intentions (stop / low approach / touch-and-go / option) left/right."* Tower will respond with the wind and an appropriate approach and landing clearance. Pilots will acknowledge receipt of a landing clearance with call sign and runway: *"Call sign, left/right."* If a formation recovers to a straight-in full stop or initial full stop, clearance for lead to land is clearance for the flight to land. Tower will respond to other flight member base/gear calls with "Roger". No acknowledgement is expected in this case. If the formation is non-standard or in trail, each element will receive a landing clearance and pilot will acknowledge with call sign and runway: *"Call sign, left/right."*

A21.15. To request closed traffic: *"Call sign, request closed, intentions (stop / low approach / touch-and-go / option), and runway (if non-standard)."* Tower will approve/disapprove and assign runway if nonstandard. Pilots will acknowledge this call with "*Call sign, left/right."*

A21.16. To request SFO/PFO off the AUX: *"Call sign, off the AUX, request High/Low Key."*

A21.17. At High Key: "*Call sign, High Key.*"

A21.18. At Low Key: "*Call sign, Low Key.*"

A21.19. At Base Key: "*Call sign, Base Key, gear, low approach, left/right.*" Tower will respond with the wind and clearance to the left or right runway. All pilots will acknowledge this call "*Call sign left/right*."

A21.20. To request SFO/PFO on the go: "*Call sign, request High/Low Key.*"

A21.21. To request Low Key from initial: *"Call sign, (short) initial, request Low Key."* If Low Key is available, Tower will respond with, *"Call sign, carry through initial, left/right turn-out approved, report Low Key."* Pilots will acknowledge this call with *"Call Sign"*.

A21.22. Pilots requesting clearance to taxi back will transmit: *"Ground, Call sign, taxi (number of aircraft) to (Squadron Parking Area Name)." Tower will respond with "Call sign, taxi to park"* and include full route if different from standard route. Pilots will acknowledge with *"Call sign."*

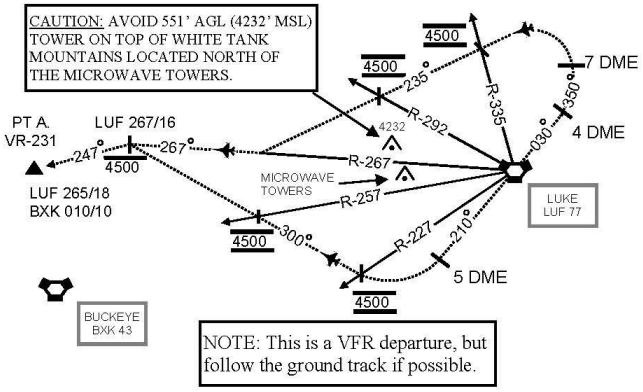
Attachment 22

VFR WEST DEPARTURE

Figure A22.1. VFR West Departure.

VFR WEST DEPARTURE

FOR FLIGHT FOLLOWING: LUKE DEP CH 5
SQUAWK 0202



VFR WEST DEPARTURE ROUTE DESCRIPTION

Note: Freq change automatically approved at LUF 10 DME.

CAUTION: Early turnouts are not authorized.

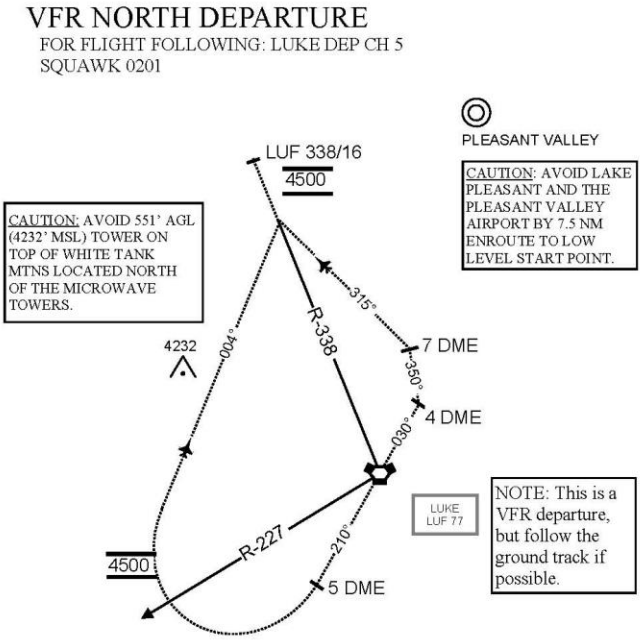
TAKEOFF RWY 03: Climb runway heading to 4 DME. Turn left heading 350° to 7 DME then left to heading 235°, intercept the LUF R-267. Cross the LUF R-335 at 4500 and maintain 4500 until past the LUF R-292. Cross the LUF 267/16 at or below 4500, then via MTR...

TAKEOFF RWY 21: Climb runway heading to 5 DME. Turn right heading 300° to intercept the LUF R-267. Cross LUF R-227 at 4500 and maintain 4500 until past LUF R-257. Cross the LUF 267/16 at or below 4500, then via MTR...

Attachment 23

VFR NORTH DEPARTURE

Figure A23.1. VFR North Departure.



VFR NORTH DEPARTURE ROUTE DESCRIPTION
Note: Freq change automatically approved at LUF 338/16

NOTES: Navigate West and North around Lake Pleasant and Glider Port to Alternate entry point B for VR-245 & VR-239. Other Low-levels originating north of Luke will maneuver to Point A following the restrictions above.

TAKEOFF RWY 03: Cross departure end at or below 2100' MSL. Climb on runway heading to 4 DME. Turn left heading 350° to 7 DME, then 315° to intercept LUF R-338. Cross the LUF R-338/16 at 4500' MSL, then via MTR...

TAKEOFF RWY 21: Cross departure end at or below 2100' MSL. Climb runway heading to 5 DME. Turn right heading 004° to intercept the LUF R-338. Cross the LUF R-227 at 4500' MSL. Maintain 4500' MSL to the LUF 338/16. Cross LUF 338/16 at 4500' MSL, then via MTR...

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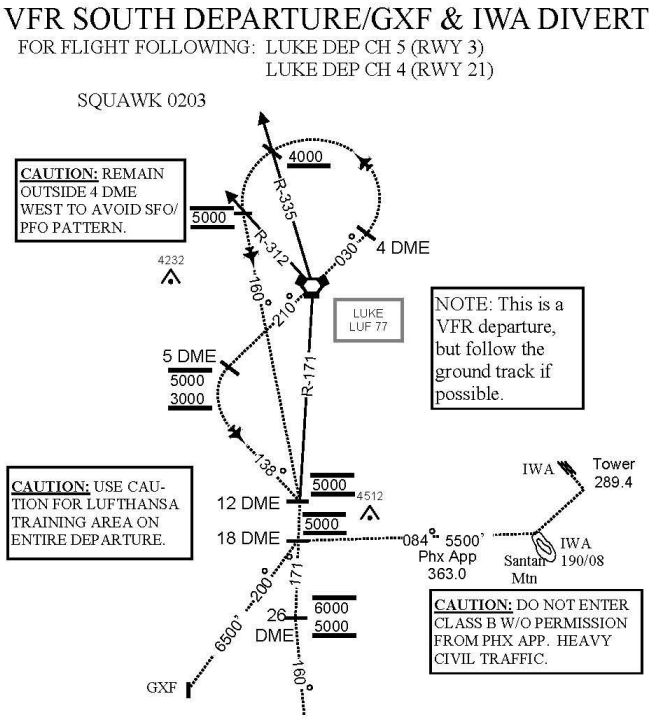
Attachment 24

VFR SOUTH DEPARTURE

Figure A24.1. VFR South Departure.



VFR SOUTH DEPARTURE ROUTE DESCRIPTION

NOTE: Remain outside 4 DME of LUF to avoid the SFO/PFO pattern.

TAKEOFF RWY 03: Climb runway heading to 4 DME. Turn left heading 160° to intercept LUF 171/12. Cross the LUF R-335 at or above 4000 and the LUF R-312 at 5000. Intercept LUF 171/12 at 5000. Cross the LUF 171/18 at 5000...

TAKEOFF RWY 21: Climb runway heading to 5 DME and maintain between 3000-5000. Turn left heading 138° and cross LUF 171/12 at 5000. Cross the LUF 171/18 at 5000...

MTR: Cross LUF 171/26 between 5000 and 6000, then via MTR...

Phx-Mesa Gateway Divert: Turn left hdg 084° direct Santan Mtn. (IWA 190/08) climbing to 5500. Request a hand off to Phx App 363.0 once eastbound if not handed off. Santan Mtn direct initial 3100. CAUTION: Estrella Mnts at 4512.

GXF Divert: Turn right heading 200° direct GXF for 25nm, climb 6500.

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Attachment 25

RUNWAY 21 MIRROR IMAGE VISUAL HAZARD

Figure A25.1. Runway 21 Mirror Image Visual Hazard.