

**BY ORDER OF THE COMMANDER  
OF THE 2D BOMB WING**

**BARKSDALE AIR FORCE BASE  
INSTRUCTION 11-250**

**11 MAY 2018**



**FLYING OPERATIONS INSTRUCTION**

**AIRFIELD OPERATIONS AND BASE  
FLYING PROCEDURES**

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OPR: 2 OSS/OSA

Certified by: 2 OSS/CC  
(Lt Col David Leumont)

Supersedes: BARKSDALEAFBI11-250,  
23 November 2013

Pages: 70

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This instruction prescribes airport operations, air traffic control policies and flying procedures established by the Barksdale Air Force Base (AFB) Airfield Operations Board and applies to all units involved in flying operations or flying support activities at Barksdale AFB. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms>. Contact supporting records managers as required for approval. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force Information Management Tool (AF Form) 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

**SUMMARY OF CHANGES**

This document has been substantially revised and needs to be completely reviewed. Major changes include: rewording hung ordance, weapons, and flare procedures; added Barrier Arresting Kit-12 (BAK-12) recurring maintenance time; hot pit refueling verbiage; updated critical area maps; updated reduced same runway separation table; Airfield Management evacuation location; flight planning procedures; and the airfield diagram.

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## Chapter 1

### INTRODUCTION

**1.1. Overview.** The purpose of this instruction is to serve as a general reference document describing local flying, airfield and Air Traffic Control (ATC) operations, flight planning and airspace utilization procedures at Barksdale Air Force Base. The term “local aircraft” used throughout this instruction refers to all United States Air Force (USAF) Headquarters Global Strike Command (HQ AFGSC) aircraft assigned to, or operated by, the 2d Bomb Wing (2 BW), 49th Test and Evaluation Squadron (49 TES), 340 Weapons Squadron (340 WS) and the 548 Combat Training Squadron (548 CTS). In addition, Air Force Reserve Command (AFRC) aircraft assigned to the 307 Bomb Wing are designated as “local aircraft.”

**1.2. Temporary Duty (TDY) Operations.** Aircrews attending formal flying training courses and/or flying in support of a host unit are considered local aircrews. Aircrew in a formal course shall receive a phase briefing from the host unit before flying. Aircrew that are not part of a formal course will receive a local area briefing from a local host unit covering Barksdale AFB procedures. Deployed unit commanders will ensure their host unit is informed of any additional training events the deployed unit will accomplish before, during, or after any mission they fly in support of a Barksdale AFB mission. Aircraft TDY to Barksdale AFB are authorized to apply paragraph 4.4., Reduced Same Runway Separation, once a letter of agreement is signed between the host wing and the TDY unit. The host wing will ensure a detailed briefing is conducted prior to local flying operations.

**1.3. Policies.** Deviations from existing regulations and procedures listed in this instruction are only authorized in the interest of safety unless otherwise coordinated through appropriate channels. The policies outlined herein are supplemental to USAF, HQ AFGSC and Federal Aviation Administration (FAA) directives.

**1.4. Recommended Changes.** The Airfield Operations Flight Commander (AOF/CC) is responsible for this instruction and will process any changes approved by the Airfield Operations Board (AOB). The AOF/CC shall review this instruction annually and brief recommended changes at the AOB.

## Chapter 2

### GENERAL INFORMATION

#### 2.1. Runways and Taxiways.

2.1.1. Runway. Barksdale AFB Runway 15/33 is 11,758 ft. x 299 ft. Runway 15/33 is composed of a mixture of concrete and asphalt. The first 1,184 ft. of Runway 15 and the first 1,600 ft. of Runway 33 is composed of concrete only. Additional runway information is published in the IFR (Instrument Flight Rules) Supplement. An airfield diagram is depicted in Attachment 2.

2.1.2. Taxiways. At the hammerheads, Taxiway Alpha is 350 ft. wide and Taxiway Delta is 360 ft. wide. The remainder of Taxiway Alpha is 150 ft wide and Taxiway Delta is 75 ft wide. Taxiways Bravo and Charlie are 100 ft. wide while Taxiways Echo 1 and Echo 2 are 75 ft. wide. Additionally, Taxiway Echo is 5000 ft. x 150 ft. Taxiways Echo and Echo 1 are unlit and are only to be used during Daytime, VFR (Visual Flight Rules) conditions. If Taxiway Echo is requested for exercise or emergency use, other than Daytime/VFR conditions, wing walkers will be used. B-52 aircraft may not utilize these taxiways due to inadequate taxiway shoulder width. Taxiway Charlie is only to be used during Daytime, VFR conditions since it is not lit. Taxiway Charlie is open to all aircraft during these conditions except B-52s due to inadequate taxiway shoulder width.

2.1.3. Field Elevation. The field elevation at Barksdale AFB is 165 ft. MSL (Mean Sea Level) measured from the center of the runway.

2.1.4. Overruns. The overruns are 1,000 ft. X 299 ft. of asphalt located at the ends of each runway.

2.1.5. Intersection Departures. Air Traffic Control Tower (ATCT) shall issue runway distance remaining to all aircraft requesting an intersection departure. Runway distances remaining from the taxiway intersections are as follows: Runway 15 from Bravo Taxiway – 5,750 feet and Runway 33 from Bravo Taxiway – 5,950 feet.

2.1.6. Permanently Closed or Unusable Portions of the Airfield. There are no permanently closed or unusable portions of the airfield.

#### 2.2. Runway Selection Procedures.

2.2.1. Runway Use Program. The ATCT Watch Supervisor (WS) shall designate the active runway in use based on existing and forecasted wind information using criteria outlined in FAA (Federal Aviation Administration) Joint Order (JO) 7110.65, *Air Traffic Control*. The calm wind runway is Runway 15.

2.2.2. Upon changing runways, the ATCT shall notify the following agencies: Shreveport (SHV) Radar Approach Control (RAPCON) or SHV Tower (when SHV RAPCON is closed), Supervisor of Flying (SOF), 2d BW Command Post (CP), Maintenance Operations Center (MOC), Weather, Airfield Management Operations (AMOPS) and the Fire Department.

#### 2.3. Control of Ground Traffic in the Controlled Movement Area (CMA).

2.3.1. Movement Areas. The CMA at Barksdale AFB includes the runway, overruns, and all areas within 100 feet of the runway/overrun edge. It also includes the ILS (Instrument Landing

System) critical area for the Runway 33 Glideslope located in the Southeast corner of the airfield as well as the area between the VFR and instrument hold lines on Taxiways Alpha, Delta, and Echo 1. Specific approval for entry onto the CMA (Controlled Movement Area) must be obtained from the ATCT.

2.3.2. Entry into the CMA requires ATCT approval. Upon exiting the CMA, notify the ATCT. During periods of darkness, vehicles operating within the CMA must use rotating beacon lights or hazard flashers. All individuals, whether in a vehicle or on foot, must maintain two way radio communications with the ATCT at all times. Approved vehicle call signs for Barksdale Air Force Base are listed in BAFBI 13-213 *Barksdale Airfield Driving Instruction*.

2.3.2.1. When an individual experiences loss of radio communication with the ATCT, the tower will utilize established light gun signals to reestablish communication.

2.3.2.2. If ATCT is unable to reestablish communication using light gun signals, they will flash the runway lights and, IAW BAFBI 13-213, the individual should first attempt to make radio contact with the ATCT and if unsuccessful return to starting point.

2.3.2.3. If ATCT is unable to contact an individual who loses radio communication, they will contact Airfield Management Operations (AMOPS) and ask them to respond to the individual to escort them out of the CMA.

2.3.3. Instrument Hold Sign (INST). All vehicles must hold short at the INST hold line until permission to enter the respective critical area is obtained from the ATCT.

2.3.4. ILS Critical Area Protection. ILS critical areas are established around both runway's glideslope and localizer areas. The North localizer and critical area as well as the South localizer areas is protected by protected by instrument hold lines and no direct access. However, the South glideslope critical area is interrupted by the Perimeter Road. Signage marks the boundaries of the critical areas when approached from Perimeter Road. All vehicle operators are required to "HOLD SHORT" of the area and request access from the ATCT. Vehicle Operators must report to the ATCT when out of the area.

2.3.5. Runway Incursion/Controlled Movement Area Violation (CMAV) or Hazardous Air Traffic Report (HATR). In the event of a Runway Incursion/CMAV or HATR, AMOPS will take action to apprehend the offender, suspend driving privileges and properly report the incident IAW AFMAN 91-223\_AFGSC SUP, *Aviation Safety Investigations and Reports*, and BAFBI 13-213, *Airfield Driving*. The AOF/CC shall notify HQ AFGSC/A3OA within 24 hours of the incident.

2.3.6. Airfield Closures. Refer to BAFBI 13-213 for runway crossing operations during airfield closures.

## **2.4. Airfield Lighting Systems.**

2.4.1. Airfield Lighting. Runway 15 and Runway 33 are equipped with a High Intensity Runway Lights (HIRLs) Approach Lighting System with Sequenced Flashing Lights (ALSF-1) and Precision Approach Path Indicators (PAPIs).

2.4.1.1. The distance between the Runway 15 threshold lights, pre-threshold lights, and the terminating bar light stations is 128 ft. between each station. Normal configuration is 100 ft. between each light station.



#### 2.4.2. Taxiway Lights.

2.4.2.1. Lit: Taxiways Alpha, Bravo, Delta and Echo 2.

2.4.2.2. Unlit: Taxiways Charlie, Echo, and Echo 1.

#### 2.4.3. Civil Engineering (CE) Exterior Electric shall:

2.4.3.1. Inspect and ensure reliability of the airfield lighting systems daily.

2.4.3.2. Ensure airfield lighting inspections are followed IAW Letter of Agreement 12 “Letter of Procedure (LOP) Airfield Lighting” between AMOPS and CE Exterior Electric.

#### 2.4.4. Airfield Lighting Checks. AMOPS shall:

2.4.4.1. Perform a lighting check daily, within 1 hour after sunset. Advise the ATCT immediately of any hazards to nighttime aircraft operations.

2.4.4.2. Ensure airfield lighting checks are followed IAW Letter of Agreement 12 “Letter of Procedure (LOP) Airfield Lighting.”

### 2.5. Aircraft Arresting Systems (AAS).

2.5.1. Barksdale AFB is equipped with a Barrier Arresting Kit-12 (BAK-12). The BAK-12 is a bi-directional system that employs two energy absorbers. Each absorber consists of two multi-disc rotary friction brakes mounted on either side of the purchase-tape reel on a common shaft. The energy absorbers are located on opposite sides of the runway, connected to a 32-millimeter (1.25-inch) disc-supported pendant by the purchase tape.

2.5.2. The BAK-12 is located 1,100 ft. from the approach end of Runway 33 (1,100 ft. from the departure end of Runway 15).

2.5.3. The BAK-12 standard configuration is disconnected with the cable removed to the side of the runway. When the Aircraft Arresting System (AAS) is rigged and in battery and the crew is fully manned successive engagements may be accomplished in 15 minute intervals.

#### 2.5.4. Coordination Procedures.

2.5.4.1. The BAK-12 is designated for Air Warrior II (GREEN FLAG EAST) tailhook equipped aircraft use. 548 Combat Training Squadron (CTS) shall notify 2 CES Power Production and AMOPS a minimum of seven days prior to the arrival of tailhook equipped aircraft to ensure CES Power Production is available to place the barrier in the rigged position for the first arrival.

#### 2.5.4.2. 2 CES Power Production shall:

2.5.4.2.1. Notify AMOPS of all BAK-12 operations/maintenance to include when maintenance has begun or is complete.

2.5.4.2.2. Coordinate all certification and practice engagements with AMOPS and the Fire Department and request pre-positioning of Fire Department crews/equipment on site, near the runway.

2.5.4.2.3. Coordinate no later than (NLT) 60 days prior with 548 CTS and AMOPS for barrier certification.

#### 2.5.4.3. AMOPS shall:

- 2.5.4.3.1. Notify the ATCT of all BAK-12 AAS operations/maintenance being conducted.
- 2.5.4.3.2. Determine and publish appropriate Notice to Airmen (NOTAMs) and update Flight Information Publications (FLIPs) as necessary.
- 2.5.4.3.3. Request 2 CES Heavy Repair to have a sweeper standing by for scheduled certification and practice engagements and to respond ASAP for unscheduled emergency arrested landings.
- 2.5.4.3.4. Conduct a runway check and inspect cable tie-down tension prior to permitting resumption of runway operations.
- 2.5.4.4. When the cable is operational, the following will be transmitted on the Automatic Terminal Information Service (ATIS): “ATTENTION ALL AIRCRAFT, BAK-12 CABLE IS IN PLACE 1,100 ft FROM THE DEPARTURE END OF RUNWAY 15.”
- 2.5.4.5. During BAK-12 AAS certification, the ATCT shall not approve cable operations until Fire Department personnel are on site.
- 2.5.5. The tower watch supervisor will not approve practice engagement operations until Fire Department personnel are on scene and will ensure a minimum 15 minute time interval between engagements.
  - 2.5.5.1. Any aircraft without the current ATIS code will be advised of the arresting gear type and its location.
  - 2.5.5.2. The BAK-12 cable will be available and in place approximately 1,100 ft. from the departure end of runway 15 (1,100 ft. from the approach end of runway 33) as specified below:
  - 2.5.5.3. Runway 15 in use (Tailwind component up to 5 knots): From the time the F-15s/F-16s taxi for their first departure until their final landing of the day.
  - 2.5.5.4. Runway 33 in use (Headwind component up to 15 knots): F-16 aircrews will request opposite direction (Runway 15) takeoffs with the departure end cable available. Minor delays should be expected. The cable will be removed following departure from local area (approximately 3 minutes). In case of emergency, barrier maintenance will ensure the BAK-12 is in place within 15 minutes of notification.
  - 2.5.5.5. Runway 33 in use (Headwind component greater than 15 knots): BAK-12 will not be in place unless requested for inflight emergency (IFE) recovery. Barrier maintenance will have BAK-12 in place within 15 minutes of notification from 548 CTS or the control tower.

## **2.6. Parking Plan/Restrictions.**

- 2.6.1. Parking Plan. Airfield setup is built primarily for B-52 support.
  - 2.6.1.1. Under optimal conditions, the mass aircraft parking apron can support 59 B-52s or heavy jets with wingspans less than 185 ft. The Alert Aircraft Parking Apron (AAPA) has nine stubs to support nine B-52s.
  - 2.6.1.2. Parking rows AA, BB, CC and DD are designed to support fighter aircraft.

- 2.6.1.2.1. Aircraft with wingspans less than 57.6 ft can utilize parking rows AA through DD.
- 2.6.1.3. Transient aircraft will normally be parked on K-row.
- 2.6.1.4. Distinguished Visitor (DV) aircraft will usually park on J-row. If requested, DVs can also be parked on R or S-rows for easier access to Hoban Hall events.
- 2.6.1.5. C-5s or aircraft with wingspans greater than that of a B-52 (185 ft.) will utilize two parking spaces to ensure adequate wingtip clearance. Typically U-row is utilized for these types of aircraft.
- 2.6.1.6. Live conventional explosives/munitions upload and download are designed for spots V-4, W-4, X-4, Y-4 and Z-4; Sites 1 through 16; Alert stubs A-H and J.
- 2.6.1.7. See Attachment 3 for the aircraft parking plan layout.
- 2.6.2. The Airfield Manager (AFM) serves as the point of contact for development of the aircraft parking plan, along with other agencies, including Safety, Security Forces and Maintenance. CE produces the map of the aircraft parking plan for display.
- 2.6.3. The AFM and joint airfield inspection team shall review the parking plan as part of the annual Airfield Certification/Safety Inspection checklist IAW AFI 13-204V2, Airfield Operations Standardization and Evaluations, Attachment 4.

## **2.7. Operating Hours and Designated Airspace.**

2.7.1. Airfield Operating Hours. Barksdale AFB aerodrome hours are Monday through Friday from 0700-2300L and Saturday and Sunday from 0800-1700L beginning 1 February 2018 through 1 May 2018 with the potential to extend the change with a modification to a 0000L closure time during the summer due to night flying. Airfield Management and Air Traffic Control will be manned IAW AFI 13-204v3, AFGSC\_SUP, Airfield Operations Procedures and Programs during the above specified times.

2.7.1.1. BW/CC approves Airfield Operations (AO) facility closures in accordance with AFI 13-204v3, Airfield Operations Procedures and Programs, 3.4.3-3.4.4 and HQ AFFSA Airfield Operations message AO-17-48. As delegated by the 2 BW/CC, the OG/CC may approve closure requests that do not exceed 96 hours. HQ AFGSC/A3 must still be notified of planned closures via memorandum and unexpected closures via email.

2.7.1.2. During holiday closure periods, Air Traffic Control and Airfield Management personnel will be on on-call. IAW AFI 13-204, "on-call" means that AO personnel must be in the local area and able to be respond in the event it becomes necessary to open their respective facility outside of normal operation hours, such as holidays. The local area in this context means anywhere which allows the on-call personnel to respond within 45 minutes of notification for Airfield Management personnel and within one hour of notification for Air Traffic Control personnel in case the airfield needs to be opened for a short notice mission.

2.7.2. Airspace Designation. Figure 2.1 depicts the areas of Shreveport Regional Airport (Class C), Shreveport Downtown Airport (Class D), and Barksdale AFB ATCT (Class C) areas of responsibility.

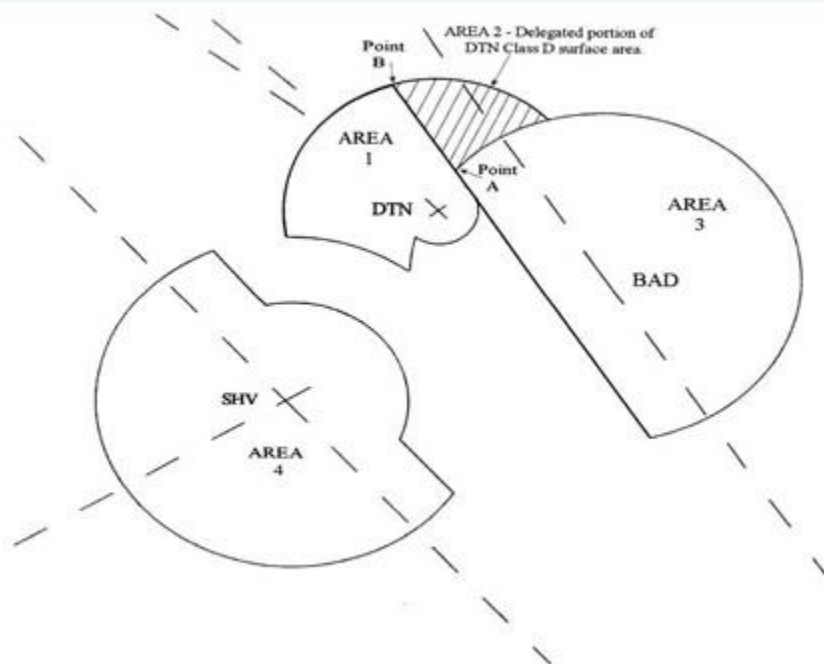
2.7.2.1. Area 1: Shreveport Downtown (DTN) Tower – that airspace extending upward from the surface to and including 1,500 MSL within the DTN Class D surface area excluding that delegated airspace described as AREA 2.

2.7.2.2. Area 2: Delegated portion of DTN class D surface area –. That part of DTN Class D surface area which is northeast of a direct line between the following two intersecting points; “Point A,” 1.5 miles north northeast of Shreveport Downtown Airport and the intersection of the Barksdale AFB 5-mile surface area and “Point B,” 1.5 miles west of the Barksdale AFB runway 15 extended centerline and the intersection of the Shreveport Downtown 4.4-mile surface area.

2.7.2.3. Area 3: Barksdale AFB Tower - that airspace extending upward from the surface to and including 2,500 MSL within a 5-mile radius of Barksdale AFB excluding that airspace within a 1.5-mile radius of the Shreveport Downtown Airport and excluding that airspace 1.5-miles west of and parallel to the Barksdale runway 15/33 centerlines from the Shreveport Downtown 1.5-mile radius to the 5-mile boundary of the Barksdale Class C Surface Area.

2.7.2.4. Area 4: Shreveport Regional Tower - That airspace extending from the surface up to and including 2,000 feet MSL within 5 nautical miles west of SHV runway 14/32, within 3 nautical miles east of SHV runway 14/32, and 1 ½ nautical miles east of SHV runway 14/32 between the 3 nautical mile and 5 nautical mile circles.

**Figure 2.1. Airspace Designations.**



2.7.3. Class C Airspace Operations. The airspace surrounding Barksdale AFB and Shreveport Regional Airport is Class C Airspace.

2.7.3.1. Class C “Outer Area”: That airspace extending out to a 20 nautical miles (NM) radius of Barksdale AFB and Shreveport Regional Airport, and extending vertically from

the lower limits of radar/radio coverage up to and including 12,000 ft. MSL, excluding other Shreveport RAPCON Class C Airspace and Barksdale AFB Class C Tower Surface Area.

2.7.3.2. All aircraft shall establish and maintain two-way radio communications with the appropriate ATC facility prior to entering/operating in the Shreveport Class C Airspace unless ATC authorizes otherwise.

2.7.3.3. Aircraft should use ultra high frequency (UHF) to the maximum extent possible as the primary means of communications with the ATCT to avoid frequency corrections.

2.7.3.4. SHV RAPCON is the ATC facility providing service within the Shreveport/Barksdale AFB outer areas. USAF aircraft operating VFR shall abide by established guidance.

**2.8. Local Frequencies/Channelization.** The following channels may be used by ATC in lieu of frequencies for base assigned B-52 aircraft operating in the local flying area:

**Figure 2.2. Local Frequencies and Channels.**

Channel	Frequency	Agency/Use
1	228.325	11th Bomb Squadron
1	226.875	20th Bomb Squadron
1	228.275	96th Bomb Squadron
1	270.025	49th Test and Evaluation Squadron
1	379.4	93th Bomb Squadron
2	253.5	Barksdale Ground Control
3	278.3	Barksdale Local Control (Tower)
4	350.2	Shreveport Departure Control
5	346.25	Forth Worth ARCC (MLU)
6	263.05	Forth Worth ARTCC (TXK)
7	Not Assigned	Open
8	307.025	ATIS
9	311	Command Post (Primary)
11	321	Command Post (Secondary)
12	343.675	MARSA Formation
13	255.4	FSS
14	227.4	Barksdale Metro
15	254.425	Pilot to Dispatch
16	364.2	NORAD GCI Common
17	350.2	Shreveport Approach (East)
18	335.55	Shreveport Approach (West)
19	260.2	HQ Auto TOD

**2.9. 2 BW Command Post (2 BW/CP)/ATCT Coordination.**

2.9.1. Direct landline use between ATCT and 2 BW/CP is restricted to essential or emergency messages only.

2.9.2. Both agencies shall answer the line as soon as possible to ensure messages are received in a timely manner to facilitate appropriate coordination.

2.9.3. Workload permitting, the ATCT shall relay verbatim any essential or emergency messages to ensure timely notification.

2.9.3.1. Advise 2 BW/CP when a pilot does not acknowledge a relayed message.

## **2.10. Air Traffic Control and Landing Systems (ATCALs)/ Preventative Maintenance Inspection (PMI) Schedule.**

2.10.1. Barksdale ATCT is designated as the Air Traffic Control and Landing System (ATCALs)/NOTAM monitoring facility and will report any changes in operating status of the following facilities to AM and Shreveport RAPCON:

2.10.1.1. ATCT.

2.10.1.2. ILS for Runway 15 or 33.

2.10.1.3. Tactical Air Navigation (TACAN).

2.10.1.4. Airfield Lighting Outages.

2.10.1.5. BAK-12 outages when notified by Barrier Maintenance personnel.

2.10.2. Navigational Aids (NAVAIDS) PMI. Published (No NOTAM) PMI times for Barksdale AFB owned NAVAIDS and equipment are as follows:

2.10.2.1. ILS: Tuesday and Thursday, 0500L – 0800L.

2.10.2.2. TACAN: Wednesday, 0400L – 0700L.

2.10.2.3. BAK-12: Third Thursday monthly, 0600L – 0900L.

2.10.2.4. If weather conditions or operational necessity prohibits preventative maintenance the AOF/CC will request alternate downtime through the Operation Group Commander (OG/CC).

2.10.3. ATCALs Auxiliary Generators. ATCALs electrical power is considered reliable when auto start and automatic power transfer equipment is installed on ATCALs equipment.

2.10.3.1. Auxiliary power generators for ATCALs shall be manually started prior to severe weather phenomenon or if deemed necessary by the ATCT WS.

2.10.4. ATCALs Generator Maintenance.

2.10.4.1. 2 CES Power Production (Power Pro) is responsible for ensuring adequate fuel levels and routine maintenance upkeep for all ATCALs auxiliary power generators.

2.10.4.2. ATCALs owned by Barksdale AFB include the ILS (localizer and glideslope) for each runway, the TACAN, the FMQ-19, and the Air Traffic Control radios.

2.10.4.3. Periodic checks on the generators will be conducted by CE Power Pro at least every 30 days. Any abnormalities or inoperable status of the generators will be reported to the ATCT WS. The ATCT WS on duty will notify AMOPS as applicable for NOTAM actions, etc.

**2.11. Transient Alert (TA).** TA services are available weekdays 0800L - 1900L and weekends 0800L - 1800L. TA is closed on all federal holidays. Outside published operating hours, TA operations must be approved by the 2 MXG/CC or designated representative. AMOPS will coordinate with MOC for TA after-hour approval.

**2.12. Automatic Terminal Information Service (ATIS) Procedures.**

2.12.1. The Barksdale AFB ATIS is operational during ATCT hours of operation.

2.12.2. Aircrews shall monitor the ATIS to determine the current airfield conditions prior to taxiing for departure or initial call up on recovery.

**2.13. Aircraft Special Operations Areas/Ramps.**

2.13.1. Arm/De-Arm Areas for Fighter Type Aircraft:

2.13.1.1. Primary arming areas are Taxiways Alpha and Delta.

2.13.1.2. Alternate arming area is Taxiway Bravo.

2.13.1.3. Primary de-arming areas are Taxiways Bravo and Delta.

2.13.1.4. Alternate de-arming area is Taxiway Alpha.

2.13.1.5. AFMAN 91-201 BAFB Supplement 1 details Arm/De-arm procedures.

2.13.2. Engine Run Locations.

2.13.2.1. B-52s running at less than 85% power have no restrictions on engine run locations. Any B-52 engine run greater than 85% must have at least 500 ft. of clearance behind the aircraft, with the exception of one inboard engine being run up to 90% during engine start. B-52s exceeding the above power restrictions must be parked at one of the following locations:

2.13.2.1.1. Aircraft backed into Sites 1-20.

2.13.2.1.2. Delta Hammerhead or spot U3, facing either east or west.

2.13.2.1.3. Spots V4, W4, X4, Y4 and Z4, positioned at a 45 degree angle to the main parallel.

2.13.2.1.4. These locations must have a spotter present to watch for any mobile obstructions that might pass behind an aircraft conducting an engine run. The spotter shall instruct maintenance (MX) personnel to reduce the engine power to idle if any mobile obstruction approaches the jet blast area.

2.13.2.2. B-52 aircraft are not allowed to conduct engine runs at greater than 85% power while parked in the Aircraft Alert Parking Area (AAPA) except Stub Hotel.

2.13.2.3. It is not typical for Barksdale AFB to have transient aircraft that would require restrictions for engine runs. Should transient heavy aircraft require a high powered engine run, taxiways Alpha or Delta will be used.

2.13.2.3.1. Transient alert services will consult AMOPS prior to conducting full powered engine runs.

2.13.2.3.2. Transient aircraft requiring engine runs greater than 85% power shall contact the AFM for approval.

### 2.13.3. Aircraft Special Ground Operations Areas.

2.13.3.1. Drag Chute Jettison Areas: Aircraft shall jettison drag chutes on taxiway Alpha or Delta once clear of the runway and in the hammerhead area which will ensure that the chute will not blow back onto the runway/grass and will remain clear of the taxiway to the maximum extent possible. If unable to jettison chutes as described above due to weather limitations, advise ATCT as soon as practical that the chute will be jettisoned on the runway.

### 2.13.3.2. Drag Chute Recovery Procedures:

2.13.3.2.1. ATCT shall advise AMOPS of aircraft jettisoning a drag chute if the aircraft does not land on the runway in use or if the aircraft jettisons its chute in a non-standard location.

2.13.3.2.2. AMOPS shall advise TA or MOC to recover jettisoned drag chute. When available, TA will recover drag chutes. During times that TA is not available, MOC will coordinate drag chute recovery.

2.13.4. Hot Pit Refueling is not currently authorized for B-52s. National Airborne Operations Center (NAOC) and Take Charge and Move Out (TACAMO) aircraft may complete concurrent servicing.

**2.14. Aircraft Towing Procedures** : Aircraft towing procedures are defined in BAFBI 13-213.

### **2.15. Aircraft Taxiing Requirements/Routes.**

#### 2.15.1. Taxi Operations.

2.15.1.1. All taxi operations require clearance from ground control. State the appropriate ATIS code to ground control when requesting taxi instructions for departure.

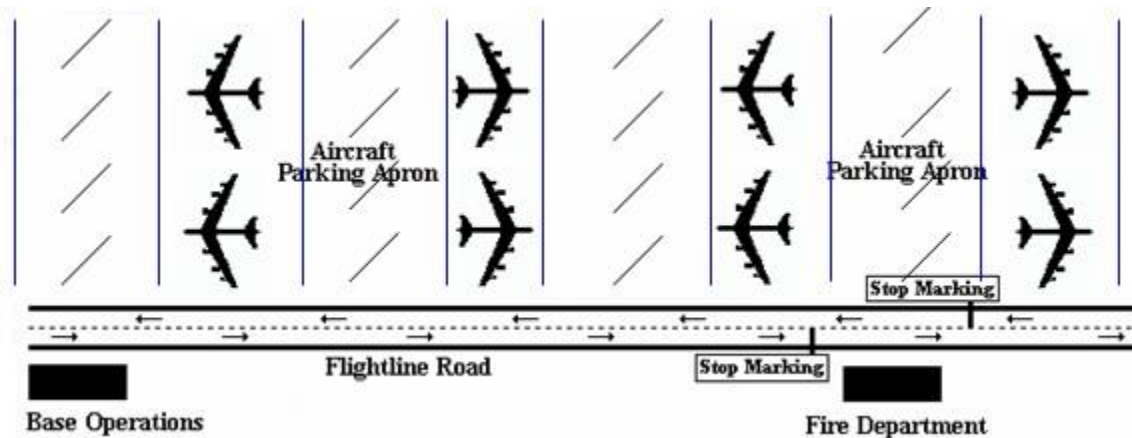
2.15.1.2. ATC may authorize aircraft to taxi without a departure clearance/VFR squawk if a filed flight plan is confirmed with AMOPS.

2.15.2. Wingtip Clearance for Taxiing/Towed B-52s: Non-standard white markings have been painted on the north and south sides of interior taxi lanes of the mass parking apron to identify wingtip clearance for taxiing/towed aircraft (**Note:** wingtip clearance is based on the B-52 wingtip clearance criteria, Unified Facilities Criteria (UFC) 3-260-01, *Airfield and Heliport Planning and Design*. Once the B-52 is established on the interior taxi lane centerline there is 30 ft. of wingtip clearance between the B-52 wingtip and the white line until the B-52 starts a turn into/out of the parking spot).

2.15.2.1. No mobile objects shall be positioned between the two white lines that define the interior taxi lane during aircraft taxi as designated below in Figure 2.3.



**Figure 2.3. Flightline Road Traffic Flow Plan.**



2.15.3. Aerospace Ground Equipment (AGE): AGE shall be stored on site 21 and Foxtrot Row. Additionally, the approved munitions (MUNS) storage location is Stub D. MUNS equipment will be kept behind non-standard white markings painted on the entrance to the Stub. These markings indicate appropriate wing tip clearance from B-52 aircraft taxiing out of the Alert Aircraft Parking Area. AGE used for aircraft launch and recovery may not be staged on aircraft parking ramps longer than 3 hours before engine start and must be removed no later than 3 hours after departure. One uke and tow bar may be parked inside Hotel and Oscar Entry Control Point (ECP) during maintenance (MX) hours of operation as long as wingtip clearance is maintained.

2.15.4. AMOPS will conduct checks to ensure AGE is properly stored and coordinate correction of violations with MOC or other appropriate agencies. Trends and recurring violations will be elevated and briefed to MXG/CC and OG/CC at quarterly Airfield Operations Boards (AOBs).

**2.16. Airfield Maintenance.**

2.16.1. Airfield Maintenance and Construction. Coordinate all proposed construction projects and maintenance activities through the AFM. All contractors will sign in and out at AMOPS prior to accessing and departing the airfield. Additionally, the AFM and AMOPS personnel will conduct an inspection of construction sites during daily airfield inspections and perform random spot checks to verify compliance with the established construction safety plan.

2.16.2. Sweeper Operations.

2.16.2.1. 2 CES will ensure an airfield sweeper is scheduled IAW LOP 8 “Sweeper Duties” between CES and AM. Sweeper shall report to AMOPS and sign in, prior to beginning sweeper duties on the airfield.

2.16.2.2. Requests for a sweeper can be coordinated at any time. Sweeper requests should be limited to areas that are too large to be removed by hand. Contact AMOPS after any such request is made.

2.16.3. Mowing Operations. Airfield grounds will be managed and maintained IAW BAFBI 91-212.

2.16.3.1. Mower operators shall maintain two way radio communications with the ATCT when on the airfield. The ATCT shall ensure mowers remain outside 100 ft. of the runway at all times unless approved otherwise.

2.16.3.2. Mower operators are required to contact AMOPS prior to conducting and upon completion of mowing operations. AMOPS will ensure number of mowers and locations to be mowed are recorded on the daily events log.

2.16.4. Foreign Object Damage (FOD) Prevention. FOD prevention is the responsibility of all personnel operating on the airfield.

2.16.4.1. Barksdale ATCT shall:

2.16.4.1.1. Solicit location, material, and amount/size FOD from the reporting source.

2.16.4.1.2. Alter operations as follows:

2.16.4.1.2.1. FOD reported on the runway: Immediately suspend runway operations.

2.16.4.1.2.2. FOD reported on the ramp/taxiways: Advise affected aircraft and reroute traffic as required.

2.16.4.2. Notify AMOPS.

2.16.4.3. Await AMOPS approval to resume operations.

2.16.4.4. AMOPS shall:

2.16.4.4.1. Immediately respond to the affected area.

2.16.4.4.2. Remove or coordinate removal of the FOD hazard.

2.16.4.4.3. Notify the ATCT when the FOD has been removed and the affected area is useable for normal aircraft operations.

## **2.17. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) Values.**

2.17.1. AMOPS personnel or the AFM will determine and report determine and report the RSC and RCR in accordance with AFI 13-204V3 & T.O. 33-1-23.

2.17.2. At a minimum, disseminate RSC and RCR data to AMOPS, the ATCT, SHV RAPCON, 2 OSS/OSW and 2 BW/CP.

2.17.3. Recording RCR. Use AFTO Form 277, Results of Runway Breaking Test when reporting RCRs. Ensure that AFTO Form 277s are compiled with other daily records that are submitted to the NAMO for proper records disposition.

## **2.18. Procedures/Requirements for Conducting Runway Checks.**

2.18.1. Airfield Inspections. Qualified AM personnel will inspect the airfield and document discrepancies related to obstacles and obstructions, construction areas, airfield markings, airfield signs, airfield lighting, pavement areas, and the BAK-12 AAS as described in AFI 13-204v3 and AM OI 13-204, *Airfield Management Operations*, Chapter 6. AM personnel will ensure that a runway check is accomplished prior to the first departure of the day if the runway portion of daily airfield inspection has not been accomplished prior to the first departure of the day.

2.18.2. Airfield Checks. Airfield checks should be conducted every 3 hours. All discrepancies will be annotated on the Airfield Discrepancy Log. All airfield checks should include a runway check. Complete an Airfield Check for the following reasons:

- 2.18.2.1. Lighting check after sunset (to include Runway 15 approach lights).
- 2.18.2.2. Prior to the opening of the airfield and before the start of daily flying activities.
- 2.18.2.3. During and after high winds or heavy rain.
- 2.18.2.4. During times of construction on the airfield.
- 2.18.2.5. Prior to landing or departure of aircraft carrying hazardous or dangerous cargo.
- 2.18.2.6. When requested by the SOF or ATCT.
- 2.18.2.7. When notified of in-flight emergencies/ground emergencies, unless services are not required. For example, emergencies involving emergency fuel or aircrew physiological conditions.
- 2.18.2.8. When aircraft land with attempted flare release, confirmed hung weapons, or unconfirmed weapons status.
- 2.18.2.9. When the configuration of the BAK-12 is changed.
- 2.18.2.10. When FOD or a dropped object is reported or suspected to be on the runway.
- 2.18.2.11. At the discretion of the AM Operations Supervisor/AM Shift Lead.

## **2.19. Procedures for Opening and Closing the Runway.**

2.19.1. AM is the authority for opening and closing the runway, taxiways, and parking areas. Neither the ATCT nor the SOF can open or close the runway without direction from AM.

2.19.2. Prior to opening, AM shall conduct an airfield inspection IAW AFI 13-204V3 and AM OI 13-204.

2.19.2.1. Upon completion of a runway check, AM should notify the ATCT of runway status if deemed satisfactory for runway operations. AM should report "FOD CHECK IS COMPLETE, THE RUNWAY IS OPEN AND USABLE."

2.19.3. ATCT shall broadcast over all radios that the runway and aerodrome are open/closed and update the ATIS IAW FAA JO 7110.65.

## **2.20. Procedures for Suspending Runway Operations.**

2.20.1. Runway operations may be suspended when any unsafe condition exists. The following agencies have the authority to suspend runway operations:

- 2.20.1.1. 2 BW/CC.
- 2.20.1.2. 2 OG/CC.
- 2.20.1.3. 2 BW/SOF.
- 2.20.1.4. Airfield Management.
- 2.20.1.5. ATCT Watch Supervisor.

2.20.2. All agencies with the authority to suspend runway operations, will upon suspending runway operations immediately notify Airfield Management.

2.20.3. At a minimum suspend runway operations for the following reasons:

2.20.3.1. After the arrival of an in-flight emergency.

2.20.3.2. When aircraft or vehicles are disabled on the runway, runway overruns, or shoulders within 100 ft. of the runway edge.

2.20.3.3. When configuration of the BAK-12 is changed.

2.20.3.4. When FOD or a dropped object is reported or suspected to be on the runway.

2.20.3.5. After the arrival of an aircraft that reports a bird strike.

2.20.3.6. During snow/ice removal operations.

2.20.4. Procedures for Resuming Runway Operations.

2.20.4.1. AM shall perform a runway check following any runway closure or suspension of operations IAW AFI 13-204V3 before runway operations can be resumed.

2.20.4.2. AM shall inform the ATCT when airfield operations are resumed. Phraseology: "FOD CHECK COMPLETE, RUNWAY OPERATIONS RESUMED."

## **2.21. Engine Test/Run-up Procedures.**

2.21.1. Prior to engine-runs, MOC shall coordinate with ATCT on the tower recorded line (x2116) and inform the controller of the aircraft tail number, parking spot, number of engines, and what type of engine run. Prior to commencing an engine run (idle or above idle), MX personnel shall contact the ATCT on ground control frequency.

2.21.2. MX personnel shall monitor the ground control frequency during the engine run. Upon completion, they shall contact the ATCT and advise termination.

## **2.22. Noise Abatement.**

2.22.1. Noise abatement is the responsibility of all aircrews operating out of Barksdale AFB and all base agencies in direct support of flying operations.

2.22.1.1. IAW AFI 35-108, *Environmental Public Affairs*, all complaints officially or unofficially received will be referred to the 2 BW Public Affairs (PA) office.

2.22.1.2. 2 BW PA shall forward a copy of all complaints to the Airspace Manager for immediate action.

2.22.1.3. MOC personnel will minimize aircraft engine runs from 2200L to 0600L.

2.22.1.4. ATCT WS may terminate engine runs if engine noise interferes with ATC instructions.

2.22.2. Quiet Hours. The 2 OG/CC is the approval authority for all quiet hours at Barksdale AFB. Quiet hours are divided into the following categories:

2.22.2.1. Level One:

2.22.2.1.1. No engine starts or engine runs on the ramp or test stands.

2.22.2.1.2. No aircraft will be allowed to taxi along the Main Parallel Taxi lane.

2.22.2.1.3. No traffic pattern activity, including full-stop arrivals and departures (unless specified in the request).

2.22.2.2. Level Two:

2.22.2.2.1. No engine starts or engine runs on the ramp or sites impacting the “quiet zone” as defined by the requester.

2.22.2.2.2. No aircraft may taxi along the parallel taxiway without 2 OG/CC approval.

2.22.2.2.3. No traffic pattern operations including full-stops without 2 OG/CC approval.

2.22.2.3. Level Three:

2.22.2.3.1. No engine starts or engine runs on spots affecting the “quiet zone” as defined in the request.

2.22.2.3.2. No aircraft may taxi along the main parallel taxiway within the “quiet zone” as defined by the requester.

2.22.2.3.3. Taxi and traffic pattern operations are authorized, to include full stop landings.

2.22.2.4. Level Four:

2.22.2.4.1. No engine starts or runs on spots affecting the quiet zone.

2.22.2.4.2. Taxiing aircraft are not restricted.

2.22.3. Quiet Hours Requests. Quiet hours requests shall be coordinated with Wing Scheduling (2 OSS/OSO) at least two weeks in advance. Follow-up is required for short notice requests. The request must state:

2.22.3.1. The level requested (Level 1-4) and location.

2.22.3.2. Date and time requested.

2.22.3.3. Ceremony/event being performed.

2.22.3.4. Exceptions IAW para 2.22.8.

2.22.4. Quiet Hours Approval. Upon 2 OG/CC approval, 2 OSS/OSO shall contact:

2.22.4.1. Affected Group Commanders.

2.22.4.2. 2 BW/CP.

2.22.4.3. 2 OSS/OSA.

2.22.5. Quiet Hours NOTAM. AM shall send a local NOTAM and notify local agencies.

2.22.6. Length of Quiet Hours. Time window for quiet hours requests should be minimized to the maximum extent possible (ideally, not to exceed 30 minutes). 2 OSS/OSO should consider effects of allowing departures and full stop landings. Such exceptions should be included on the request in reference to the quiet hour level requested.

2.22.7. Early Completion of Event. If the ceremony is completed prior to the expiration of the time window, the requesting agency shall notify SOF and AMOPS.

2.22.8. Priority. During quiet hours ATCT may authorize priority aircraft listed in para 8.11. to conduct operations IAW FAAO JO 7110.65 but shall notify AMOPS immediately. Military aircraft carrying DVs (Code 7 or higher) may also arrive/depart as an exception during quiet hours.

## **2.23. Procedures for Protecting Precision Approach Critical Areas.**

2.23.1. Touchdown Area, ILS Critical Areas, Instrument Clear Zones and Precision Obstacle Free Zone (POFZ). These five areas must be avoided by taxiing aircraft and vehicles in order to avoid interference with the ILS signals as well as to avoid obstruction interference to landing aircraft. These areas are depicted in **Figure 2.4** below.

2.23.2. ILS Critical Area Protection. ILS critical areas are established near the North and South runway overruns. Signage marks the boundaries of the ILS critical areas when approached from the Perimeter Road. All vehicles and personnel are required to “HOLD SHORT” of the area and request access from the ATCT. All vehicles and personnel are required to report to the ATCT when out of the area.

2.23.2.1. Localizer Critical Areas: Due to the width of the runway, an instrument hold line to protect the localizer critical area is not required on the taxiways since the normal runway hold lines suffice.

2.23.2.2. Glideslope Critical Areas: The glideslope antennas for both Runways 15 and 33 are located east of the runway.

2.23.2.2.1. An instrument hold line is located on the north end of the Taxiway Echo to ensure protection of the glideslope for Runway 15.

2.23.2.2.2. All aircraft utilizing Taxiway Echo during a reported ceiling of less than 800 ft. AGL and/or visibility less than 2 miles, shall hold short of the instrument hold line.

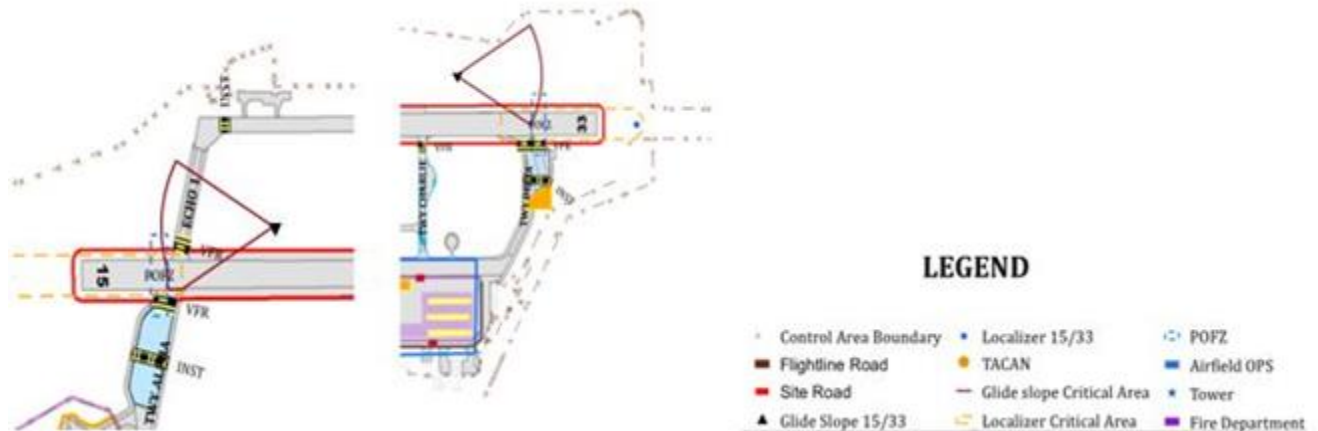
2.23.2.2.3. All vehicles, regardless of the weather, will stop at the instrument hold lines until instructed to proceed by the ATCT.

2.23.3. Obstacle and Instrument Clear Zones: Obstacle and instrument clearance criteria are established for instrument approach procedures.

2.23.3.1. Heavy aircraft located in portions (indicated by normal hold position markings) of the North and South Hammerheads violate obstacle/instrument clearance criteria. Other aircraft or vehicles in these zones become obstacles for landing aircraft.

2.23.3.2. Pilots shall hold short of the instrument hold lines during IMC conditions or when directed by the ATCT.

Figure 2.4. Critical Areas



## 2.24. Restricted/Classified Areas on the Airfield.

2.24.1. Air Weapons Escort Movements, Aircraft Generations, Special Exercises and Primary Nuclear Airlift Force (PNAF) Missions on the Airfield. During weapons generations and escort movements, general aviation and civilian aircraft will not be authorized to overfly or enter the Barksdale AFB Class C Surface Area. The Barksdale AFB rectangular pattern will remain open and runway operations will proceed as normal unless otherwise directed by the 2 OG/CC. Once escort operations have commenced, they will have priority over all other operations except emergency/Lifeguard Rescue 1 aircraft. It is critical that the escort not stop after leaving the secure area.

2.24.2. Base Defense Operations Center (BDOC) shall:

2.24.2.1. Provide the ATCT with approximately 30 minutes advance notification.

2.24.2.2. The ATCT will in turn relay this information to SHV RAPCON in order to prevent overflights below 2,500 ft. MSL.

2.24.3. BDOC or Escort Commander will: Alert the ATCT 10 minutes prior to any PNAF mission upload and/or download for overhead pattern closure as well as Class C Surface Area restriction for transitioning civilian over flights.

2.24.3.1. BDOC will serve as the coordination link between the Escort Commander and the ATCT in the case of a lost radio communication situation. In the case of lost radio comm., procedures will be:

2.24.3.1.1. The Escort Commander will relay any required transmissions to BDOC. BDOC in turn will contact the ATCT via landline and relay any appropriate instructions and requests.

2.24.3.1.2. Verification of runway crossings will be relayed from BDOC via the Tower Record Line at 318-781-2116.

2.24.3.1.3. Telephone will be the landline back up. Telephone monitoring is secondary to ATC duties, but will be accomplished to the maximum extent possible until runway crossing is complete.

2.24.3.2. The ATCT shall:

- 2.24.3.2.1. Suspend all runway operations, including restricted low approaches prior to the escort leaving the Munitions Storage Area (MSA), generation area or secure area.
- 2.24.3.2.2. Notify AMOPS that runway operations have been suspended and expected time runway operations will resume.
- 2.24.3.3. AMOPS must conduct a runway check before runway operations can be resumed.
- 2.24.3.4. Ensure that forward firing aircraft such as an A-10 avoid any taxiing movement that might cause the aircraft to turn in the direction of a PNAF aircraft to the maximum extent possible IAW AFI 91-101, *Air Force Nuclear Weapons Surety Program*.
- 2.24.3.5. Refer to all escort movements as “SPECIAL EXERCISE.”
- 2.24.3.6. The following procedures will be followed in all generation operations:
- 2.24.3.6.1. BDOC will call the ATCT and request that ATCT monitor BDOC NET for Escort Commander.
- 2.24.3.6.2. Tower will establish radio contact with the Escort Commander who will inform Tower of the intended route.
- 2.24.3.6.3. During initial radio contact with ATCT, the Escort Commander will request preliminary crossing of all vehicles IAW AFI 13-213, *Airfield Driving*, and BAFBI 13-213, *Airfield Driving Instruction*.
- 2.24.3.6.4. Example Phraseology:

Escort Commander: (Approximately 10 minutes before roll) “BARKSDALE TOWER, MERCURY ONE REQUEST RUNWAY PRELIMINARY CROSSING ALPHA/BRAVO TAXIWAY.”

ATCT: “MERCURY ONE, BARKSDALE TOWER, PRELIMINARY CROSSING ACKNOWLEDGED. HOLD SHORT OF RUNWAY.”

- 2.24.3.7. After this initial radio contact, the ATCT will allow an aircraft on landing roll to continue, breakout all VFR or IFR traffic, suspend all engine runs along the escort route and ensure the route is completely sterilized.
- 2.24.3.7.1. As needed, ATCT will coordinate with AMOPS to ensure route is sterilized.
- 2.24.3.8. After positive radio contact is established with all agencies the Escort Commander will request (through BDOC) permission to roll from the 2 BW/CC.
- 2.24.3.9. After the 2 BW/CC grants permission and the route is sterilized, the ATCT will approve escort runway crossing. Escort Commanders must wait for ATCT approval for runway crossing prior to leaving the restricted area or Weapons Storage Area.
- 2.24.3.9.1. Example Phraseology:

Escort Commander (after Wing CC approves escort): “BARKSDALE TOWER, MERCURY ONE (PLUS # OF VEHICLES ESCORTED) REQUEST FINAL CROSSING ALPHA/BRAVO TAXIWAY.”

If tower is still awaiting route sterilization: ATCT: “MERCURY ONE, BARKSDALE TOWER,



STANDBY FOR TRAFFIC PATTERN AND ROUTE STERILIZATION. HOLD SHORT OF RUNWAY.”

(Traffic pattern and escort route sterilization should be a priority and happen as expeditiously as possible.)

If route is verified sterilized: ATCT: “MERCURY ONE, CROSS RUNWAY 15/33 AT ALPHA/ BRAVO, REPORT WHEN OFF.”

2.24.3.10. The Escort Commander will report all vehicles are off runway after crossing is complete. In addition, the Escort Commander or BDOC must again notify the ATCT immediately upon termination of escort operations (or when inside the secure area). Upon completion of a runway check by AMOPS, the ATCT will in turn resume normal runway operations.

2.24.3.10.1. Example Phraseology.

Escort Commander: “BARKSDALE TOWER, MERCURY ONE (PLUS # OF VEHICLES ESCORTED) ARE OFF THE RUNWAY.”

ATCT: “MERCURY ONE, ROGER. REMAIN OFF RUNWAY.” (Tower may authorize straight-in full stop landings or IFR “runway heading” departures only).

Escort Commander or BDOC (after inside the Weapons Storage Area or secure area): “BARKSDALE TOWER, MERCURY ONE IS INSIDE THE SECURE AREA.” (Tower may resume normal operations to include VFR rectangular and overhead pattern).

2.24.4. Alert Force Launch and Exercise Procedures. All exercises are for the purpose of testing launch procedures for alert force aircraft. Exercise procedures will be identical to those used for actual launch. All exercises must be pre-coordinated with the AOF/CC in accordance with AFI 13-204v3.

2.24.4.1. The Klaxon will be tested weekly IAW *AFI 10-207* Command Posts Operations 4.1.9. or activated for real world contingency situations.

2.24.4.2. The ATCT will:

2.24.4.2.1. Maintain unclassified checklists to ensure the appropriate priority and procedure are followed.

2.24.4.2.2. Notify Fire Department, AMOPS and SHV RAPCON of the alert/exercise and termination.

2.24.4.2.3. Restrict ground traffic in the movement area to ensure it does not interfere with the Alert Force.

2.24.4.2.4. Immediately restrict all landings and transmit on all Barksdale AFB frequencies that a “SPECIAL EXERCISE” is in progress and to expect a 15-minute delay.

2.24.4.2.4.1. Phraseology: “ATTENTION ALL AIRCRAFT IN THE BARKSDALE AREA, THIS IS BARKSDALE TOWER. AN EXERCISE IS IN PROGRESS. ALL AIRBORNE AIRCRAFT EXPECT 15 MINUTE DELAY.”

2.24.4.2.5. Advise 2 BW/CP when opening the runway is required for in-flight emergencies, aeromedical airlift aircraft requesting priority, or other priority aircraft listed in FAA JO 7110.65 while an alert force launch is in progress.

2.24.4.2.6. 2 BW/CP will advise the ATCT when normal operations may be resumed. A runway check is not required by AMOPS to resume normal operations after alert aircraft departures.

2.24.4.2.6.1. Tower will transmit "ATTENTION ALL AIRCRAFT IN THE BARKSDALE AREA, THIS IS BARKSDALE TOWER. RESUME NORMAL AIRPORT OPERATIONS."

2.24.4.3. The 2 BW/CP will:

2.24.4.3.1. During alert force exercises, advise the 2 BW/CC of in-flight emergencies, aeromedical airlift aircraft or other priority aircraft requesting permission to reopen the runway and advise the ATCT of the decision.

2.24.4.3.2. Notify the ATCT and AMOPS of all Klaxon-out alerts and the type of alert as soon as possible to ensure effective coordination between ATC facilities.

2.24.4.3.3. Notify the ATCT and AMOPS when the alert exercise is terminated.

2.24.4.4. Nicknames.

2.24.4.4.1. Bust Out - to alert appropriate agencies of the launch of the alert force.

2.24.4.4.2. Giant Lance - to alert appropriate agencies of the launch of a portion of the alert force.

2.24.4.4.3. Buggy Ride - to alert appropriate agencies of the launch of a portion of the alert force.

2.24.4.5. Split Launch bombers in the alert area will depart on Runway 15; other bombers will depart on runway 33.

2.24.4.6. Bomber Alert Taxi Training (Alert Taxi Exercise). Bomber alert taxi training will be conducted from bombers parked in centralized locations and will be scheduled during periods of low ramp traffic.

2.24.4.7. "ALERT Taxi Exercise" authorization issued by the ATCT allows the aircraft to start engines using cartridges and taxi to the active runway. The aircraft commander will notify ground control of "ALERT Taxi Exercise" intentions. At this time, normal ATC procedures apply.

## **2.25. Aircraft Jacking.**

2.25.1. The following locations will be authorized for aircraft jacking:

2.25.1.1. Hangar 1 (Bldg 6604).

2.25.1.2. Two bay hangar (Bldg 6628). Reference the applicable Technical Orders and OC-ALC/LHRH message from 3 Jan 2001. POC is OC-ALC/LHRH, DSN 336-5401.

2.25.1.3. Dock 3 (Bldg 6214)

2.25.1.4. Dock 4 (Bldg 6215)

2.25.1.5. Additionally two locations on the Mass Aircraft Parking Area (MAPA) can be used for jacking (W-4 and Y-4). These spots will be used as a last resort.

## Chapter 3

### FLYING AREAS

#### 3.1. Local Flying Area/Designation of Airspace.

3.1.1. The Barksdale AFB local flying area is bounded by:

3.1.1.1. Quitman VHF Omni-directional Range/Distance Measuring Equipment (VOR/DME) 050°R to the Texarkana VHF Omni-directional Range Tactical Air Navigation (VORTAC).

3.1.1.2. Texarkana VORTAC 122°R to the El Dorado VORTAC.

3.1.1.3. El Dorado VORTAC 136°R to the Monroe VORTAC.

3.1.1.4. Monroe VORTAC 238°R to the Lufkin VORTAC.

3.1.1.5. Lufkin VORTAC 285°R to Oakwood, Texas and direct Quitman VORTAC.

3.1.2. Local No Fly/Avoidance Areas.

3.1.2.1. Aircraft shall not overfly the Alert Aircraft Parking Area (AAPA) IAW DoD Directive 5210.41.

3.1.2.2. Aircraft shall not fly VFR below 3,000 ft. MSL over the following areas, unless safety of flight dictates otherwise:

3.1.2.2.1. Shreveport or Bossier City.

3.1.2.2.2. Veteran's Hospital.

3.1.2.2.3. Red River Army Depot (18 NM West of Texarkana Municipal Airport).

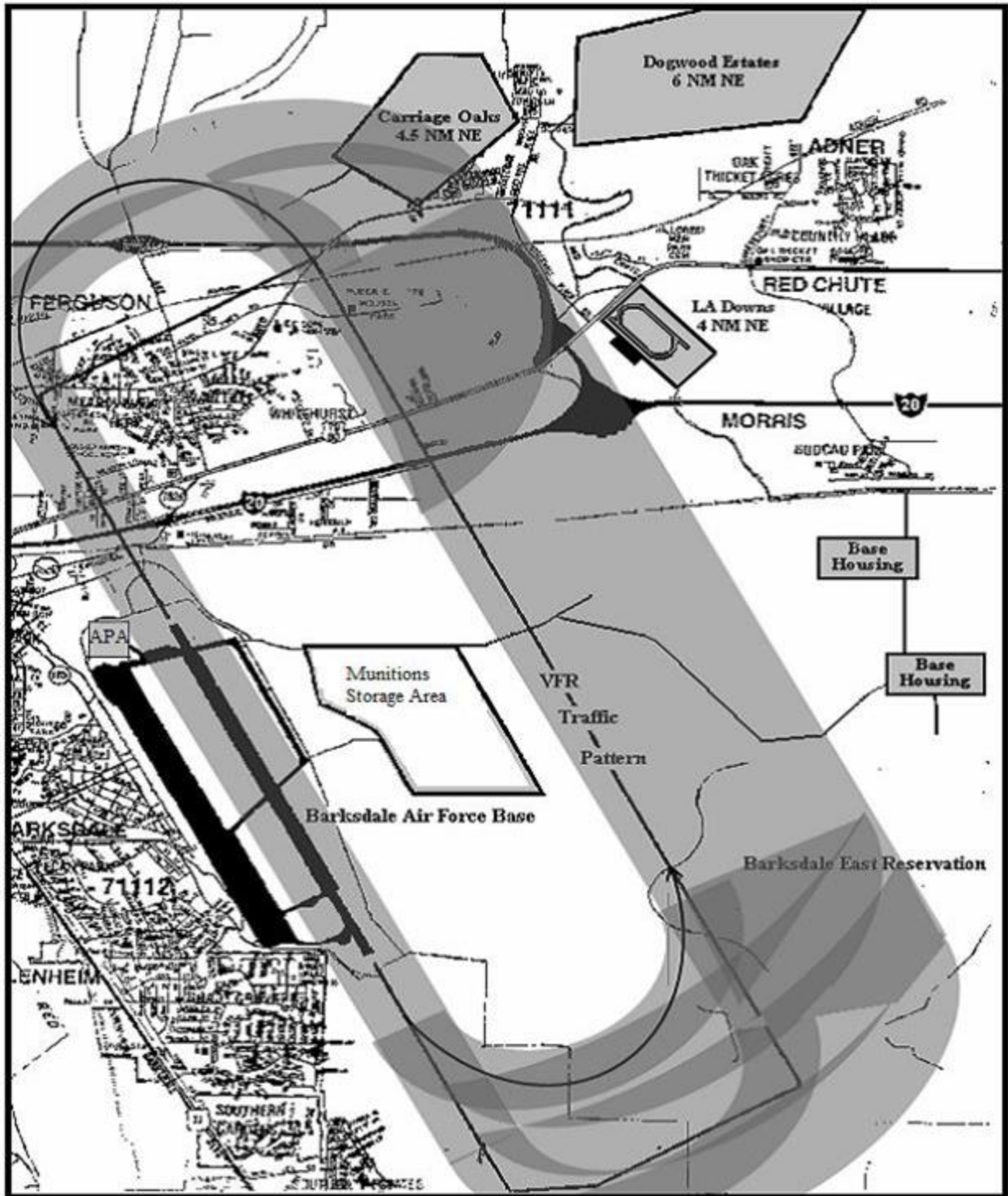
3.1.3. Aircraft should avoid overflying the following areas while operating in the VFR traffic pattern:

3.1.3.1. The neighborhoods of Dogwood Park, Carriage Oaks and Brookhaven Estates.

3.1.3.2. Louisiana Downs Racetrack.

3.1.4. The VFR rectangular pattern for heavy aircraft (Figures 3.1 and 3.2) should be flown with a 2-mile displacement east of the runway. Plan to roll out on final at approximately 2 miles from the approach end threshold at 500 ft. to 600 ft. Above Ground Level (AGL).

Figure 3.1. Standard Runway 33 VFR Traffic Pattern and Local Avoidance Areas.



**NOTE:** Shaded area represents normal VFR traffic pattern footprint for all local aircraft. Solid oval represents normal heavy-type aircraft no-wind VFR Traffic Pattern at light gross weights.





## Chapter 4

### VFR PROCEDURES

#### 4.1. VFR Weather Minimums.

- 4.1.1. Conventional/Rectangular/Heavy Jet Traffic Pattern (Fig. 3.1) altitude is 1,200 ft MSL.
- 4.1.2. Ceiling must be 1,700 ft. MSL (1,500 ft. AGL) or greater with at least 3 miles visibility.
- 4.1.3. Helicopter pattern altitude is 700 ft. MSL if entering from the east of the runway and 1,000 ft. MSL if entering from the west.
- 4.1.4. Execute right turns for Runway 33 and left turns for Runway 15. Exception: Helicopters operating on the west side shall execute right turns for Runway 15 and left turns for Runway 33.

#### 4.2. VFR Traffic Patterns.

- 4.2.1. B-52 VFR Pattern (2 BW and 307 BW aircraft): See Figure 4.1.
  - 4.2.1.1. If inside downwind spacing is insufficient, Tower shall direct and/or pilots may request to make a 180° turn followed by another 180° turn to then follow the VFR traffic.
  - 4.2.1.2. Pilots may be requested to fly a 360° turn when there is no other conflicting VFR traffic. This may be used to follow IFR traffic on final approach in order to expedite departures or for sequencing matters.
  - 4.2.1.3. Tower may utilize other methods to provide sequencing at their discretion. Pilots must maintain vigilance at all times while operating in the VFR traffic pattern.
- 4.2.2. VFR Overhead Pattern (Fig 4.1). This is a VFR pattern and therefore pilots must “see and avoid” and may adjust their ground track as necessary to maintain safety. Pilots shall fly IAW the following guidance:
  - 4.2.2.1. Ceiling must be 2,200 ft. MSL (2,000 ft. AGL) or greater with at least 3 miles visibility.
  - 4.2.2.2. Pattern altitude is 1,700 ft. MSL for fighter type aircraft and small jet trainers.
    - 4.2.2.2.1. Pattern altitude is 1,200 ft. MSL for heavy and cargo aircraft.
  - 4.2.2.3. Pilots shall report a 5 mile initial.
  - 4.2.2.4. North/South Point Entry to Initial: IAW para 4.2.7.3. (Figure 4.1).
  - 4.2.2.5. Initial from Outside Downwind: IAW para 4.2.7.4.
  - 4.2.2.6. Execute right turns from Runway 33 and left turns from Runway 15.
  - 4.2.2.7. Say intentions when reporting initial (i.e. low approach, full stop, etc.).
  - 4.2.2.8. Break within the first 2,500 ft. of the runway’s approach end unless ATC extends, or the pilot requests and is approved by the ATCT to do otherwise.
  - 4.2.2.9. Tactical Initial: Altitude is 1,700 ft. MSL, fighter type aircraft may fly a tactical initial provided the wingman is spread no farther west than the hangars on the west side of the main aircraft parking ramp.



4.2.3. Fighter Re-entry via Outside Downwind: GREEN FLAG EAST fighter aircraft may fly the outside downwind track by stating “Re-enter for initial/Straight-in” following an approach or initial take-off. The following procedures apply:

4.2.3.1. Pilots shall state their intention to re-enter prior to departure end.

4.2.3.2. ATCT shall clear the aircraft/flight to re-enter.

4.2.3.3. At the departure end, pilots shall execute a climbing turn to 050 degrees and 1,700 ft. MSL and intercept the outside downwind track.

4.2.3.4. Aircraft shall remain within a 5 NM radius of the airport’s geographical center unless the pilot requests and ATC authorizes the pilot to exceed the 5 NM limit.

4.2.3.5. Re-entry for a straight-in: Pilots desiring a straight-in shall restate their request for a straight-in once established on the downwind. ATCT approval for the straight-in shall be given by “STRAIGHT-IN APPROVED,” followed by a reporting point (i.e. report 3 mile final, report base). Pilots should descend to 1,200 ft. MSL when turning to base and proceed to a 3 to 5 mile final.

4.2.3.6. Re-entry for Initial: Pilots shall fly via the outside downwind, proceed to and report a 3 mile initial.

4.2.4. Simulated Flameout Approaches (SFOs). SFO procedures are not authorized at Barksdale AFB.

4.2.5. Radio Communication: Pilots shall state their intentions for completing the approach (i.e. full stop, low approach, one up one down, back to radar, etc.) when reporting initial, gear down, and when requesting closed and re-entry.

4.2.6. Fighter VFR Breakout Procedures: Fighter type aircraft should breakout of the VFR pattern IAW the following:

4.2.6.1. Outside 5 mile final, the ATCT may instruct an aircraft to breakout. The pilot may request to breakout at any time outside 5 mile final.

4.2.6.2. Pilots shall advise ATCT they are “BREAKING OUT” and shall execute a climbing turn, left/right depending on the runway in use, direct to Flag Lake, maintaining 2,200 ft. MSL.

4.2.6.3. Pilots shall report reaching Flag Lake and request further instructions. If the ATCT directs the pilot to re-enter downwind the pilots shall begin descending to 1,700 ft. MSL en-route to join at the midfield downwind. Pilots shall reenter downwind at a 045 degree angle, abeam midfield.

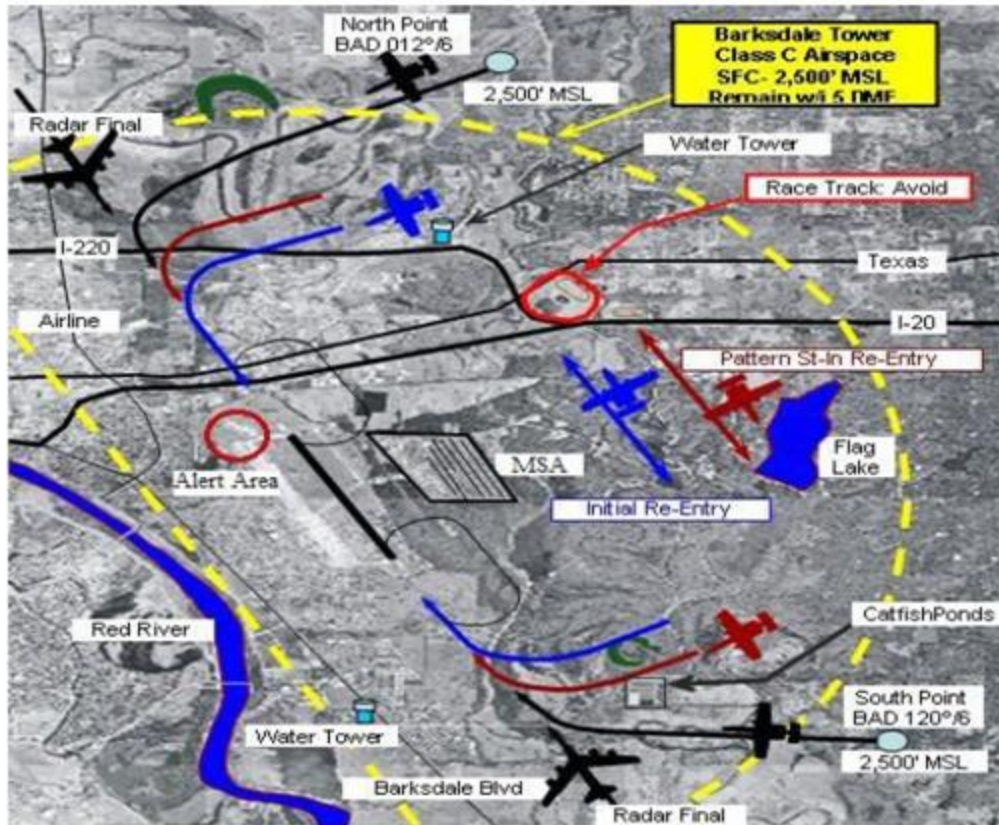
4.2.6.4. Traffic permitting, pilots may request to report short initial in lieu of proceeding to Flag Lake. ATCT shall approve or deny any such request based on other traffic considerations.

4.2.7. Fighter VFR Pattern Recovery/Entry Points (Figure 4.1.). Fighter-type aircraft may recover VFR to initial only (no straight-ins) via the VFR recovery points: North Point (Runway 15) or South Point (Runway 33). This option is available when SHV RAPCON is unable to clear the flight direct to initial due to radar pattern saturation or when the pilots expect sequencing delays. Pilots shall use these entry points IAW the following guidance:

4.2.7.1. Barksdale AFB weather must report a ceiling of 2,800 ft. AGL or greater and visibility of 3 miles or greater.

4.2.7.2. Pilots shall fly over the appropriate entry point at 2,500 ft. MSL then descend to 1,700 ft. MSL and fly direct to a 3 to 4 mile initial.

**Figure 4.1. VFR Overhead Traffic Pattern.**



**Figure 4.1. Notes:**

Initial Re-entry: 1,700' MSL.

Breakout Altitude: 2,200' MSL.

Pattern Straight-in: 1,700' MSL downwind; descend to 1,200' MSL Turning Base.

Tac Initial: 1,700' MSL. Wingman will not fly west of the main ramp on initial.

No Straight-Ins from VFR entry North/South Points

N/S Point VFR Initial Entry: Descend to 1,700 MSL passing N/S Pt.

Standard Radar Climbout: Turn to 050 degrees and climb to 2,000 MSL.

Do not fly directly over the alert area under 2,500' MSL.

### 4.3. Special Procedures.

#### 4.3.1. NAVAID Flight Check (FC).

4.3.1.1. Aircraft engaged in FC of NAVAIDs shall receive priority IAW FAA JO 7110.65.

4.3.1.2. The AOF/CC shall coordinate with appropriate facilities as soon as information of a scheduled FC is received from the FAA. FC operations require special coordination

between ground personnel and RAPCON controllers as well as special procedures such as opposite direction approaches.

4.3.1.3. When a FC is in progress, the ATCT shall:

4.3.1.3.1. Transmit on the ATIS: “USE CAUTION FLIGHT CHECK IN PROGRESS AND MAY BE OPPOSITE DIRECTION TO LANDING TRAFFIC” or “FLIGHT CHECK OPERATIONS IN PROGRESS.”

4.3.1.3.2. Typically the FC aircraft will inform the ATCT of degradations of NAVAID services during the flight check and/or immediately after. Upon receipt of this information, the ATCT shall notify SHV RAPCON and AMOPS if any NAVAIDS have degraded services.

4.3.1.3.3. Notify the Tower Chief Controller (CCTLR) when the FC aircraft is inbound and when the FC is complete. If CCTLR is unavailable, notify the AOF/CC.

4.3.2. Protection of the VFR Overhead Traffic Pattern (All Aircraft).

4.3.2.1. When ceiling and visibility permits VFR overhead pattern operations, all departing aircraft, including those on initial takeoff and those executing the departure phase of a missed approach, low approach, touch-and-go, or stop-and-go, shall maintain at or below 1,200 ft. MSL until reaching the departure end of the runway unless ATCT directs otherwise.

4.3.2.2. ATCT shall instruct departing transient aircraft to “maintain at or below one thousand two hundred feet until departure end.”

4.3.3. Functional Check Flights will be coordinated, as needed, with Airfield Management Operations.

#### **4.4. Reduced Same Runway Separation (RSRS) Procedures.**

4.4.1. AFI 11-202v3 AFGSC SUP, *General Flight Rules* and supplemental guidance from HQ AF Flight Standards Agency (AFFSA) authorizes the following RSRS procedures that the ATCT shall apply to locally assigned aircraft:

4.4.2. Pilots may refuse RSRS at any time and should notify the ATCT of their refusal as soon as possible or upon initial contact.

4.4.3. Controllers may refuse RSRS at any time for safety of flight.

4.4.4. RSRS criteria are based on aircraft characteristics, aircrew training requirements, and controller approval to ensure application of established separation.

4.4.5. All aircraft must maintain at least 500 ft. lateral or vertical separation when over flying aircraft on the runway. Responsibility for separation rests with the pilot.

4.4.6. Table 4.1 and Table 4.2. criteria apply when the ceiling and visibility are reported greater than basic VFR minima.

**Table 4.1. RSRS for Similar Fighter Type Aircraft.**

RSRS for Similar Fighter Type Aircraft is considered same airframe, i.e. A-10 to A-10, etc.		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
<b>Trail Aircraft</b>	<b>Full Stop</b>	3,000 ft. or 6,000ft. behind a formation landing*	3,000 ft.	3,000 ft.
	<b>Touch &amp; Go</b>	Not Authorized	3,000 ft.	3,000 ft.
	<b>Low Approach</b>	3,000 ft.	Not Authorized	3,000 ft.
<p>-6,000 ft. is minimum spacing for all similar night operations if ATC can safely determine distance; otherwise standard FAA JO 7110.65 separation standards shall apply.  -6,000 ft. is the minimum spacing for all similar operations on a wet runway.  -Low Approach (LA) behind Full Stop (FS): For all situations involving LA behind FS, aircraft shall not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.  -RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in trailing flight  *As pertaining to RSRS, formation landing indicates that aircraft are landing side by side.</p>				

**Table 4.2. RSRS for Dissimilar Fighter Type Aircraft.**

RSRS for Dissimilar Fighter Type Aircraft is considered any mix of difference airframes, i.e. F-15 to F-16, etc.		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
<b>Trail Aircraft</b>	<b>Full Stop</b>	6,000ft. or 8,000 ft. behind a formation landing*	6,000 ft.	6,000 ft.
	<b>Touch &amp; Go</b>	Not Authorized	6,000 ft.	6,000 ft.
	<b>Low Approach</b>	6,000 ft.	Not Authorized	6,000 ft.
<p>-8,000 ft. is the minimum spacing for all dissimilar night operations if ATC can safely determine the distances; otherwise standard FAA JO 7110.65 separation standards shall apply.  -6,000 ft. is the minimum spacing for all dissimilar operations on a wet runway.  -Low Approach (LA) behind Full Stop (FS): For all situations involving LA behind FS, aircraft shall not overfly aircraft on the runway. Responsibility for ensuring compliance with the pilot.  RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.  *As pertaining to RSRS, formation landing indicates that aircraft are landing side by side.</p>				

4.4.7. Local fighter aircraft specified in paragraph 1.1., may conduct a full stop or low approach landing behind a local B-52 full stop prior to the B-52 clearing the runway IAW the following:

4.4.7.1. No more than two arriving aircraft shall be on the runway at the same time.

**Note:** Formation flights are controlled as a single aircraft IAW FAA JO 7110.65.

4.4.7.2. At least 8,000 ft. of separation shall exist at the time the approaching aircraft crosses the runway threshold.

4.4.8. RSRS is not authorized between two heavy aircraft.

4.4.9. RSRS does not apply:

4.4.9.1. To emergency aircraft.

4.4.9.2. To any aircraft cleared for the option. The option is defined in the FAA JO 7110.65.

4.4.9.3. When RCR is less than 12 or braking action is reported as less than fair.

## Chapter 5

### IFR PROCEDURES

#### 5.1. Radar Traffic Patterns.

5.1.1. B-52 IFR Local Flights. There is limited instrument and transition training available during low weather IFR conditions in RAPCON's airspace. Barksdale aircraft must have either 2 OG/CC, 307 OG/CC, or SOF approval to conduct multiple approaches when the ceiling is less than 500 ft. AGL and/or 1 mile visibility or less IAW AFI 11-2B-52V3 BAFBSUP section 8.1.25. It is the pilot's responsibility to secure authorization at the appropriate level prior to requesting multiple approaches under such conditions.

5.1.2. Tenant Unit SOFs may limit operations of their respective unit's aircraft at any time.

5.1.3. Local IFR flights must remain inside SHV RAPCON's airspace (approximately 30 NM radius of Barksdale AFB, at or below 12,000 ft. MSL).

5.1.4. Pilots requesting pattern work prior to departing the local area may file an IFR local on the flight plan with a delayed proposed enroute IFR departure time.

#### 5.2. Availability/Restrictions of Surveillance and Precision Approaches.

5.2.1. Airport Surveillance Radar (ASR). ASR is available through SHV RAPCON without limitations. Precision approach radar is not available at Barksdale AFB.

5.2.2. B-52 IFR Local Flights Outside of RAPCON Airspace. IFR local flights extending outside of SHV RAPCON airspace must be cleared through the Air Route Traffic Control Center (ARTCC). If required, include an alternate airport.

5.2.3. Arrivals (all aircraft). Upon initial contact, all arriving aircraft shall inform SHV RAPCON of the ATIS code and intentions, including type of approach and landing.

5.2.4. IFR Arrivals: Expect the ILS to the active runway as the primary approach.

5.2.5. VFR Arrivals: Should contact SHV RAPCON prior to 25 NM from Barksdale AFB and maintain 2,500 ft. MSL.

#### 5.3. Local Departure Procedures.

5.3.1. IFR Departures (all aircraft):

5.3.1.1. The standard IFR departure for aircraft departing Barksdale AFB is "Fly runway heading, climb and maintain 2,000 ft. MSL."

5.3.1.2. B-52 formation departures shall be issued a block altitude from ATC. B-52 pilots may request a higher altitude for departure from ATCT.

5.3.2. Clearance Delivery Procedures.

5.3.2.1. IFR: Pilots shall request clearance from ground control prior to taxi.

5.3.2.2. VFR: Pilots shall request a squawk from ground control prior to taxi.

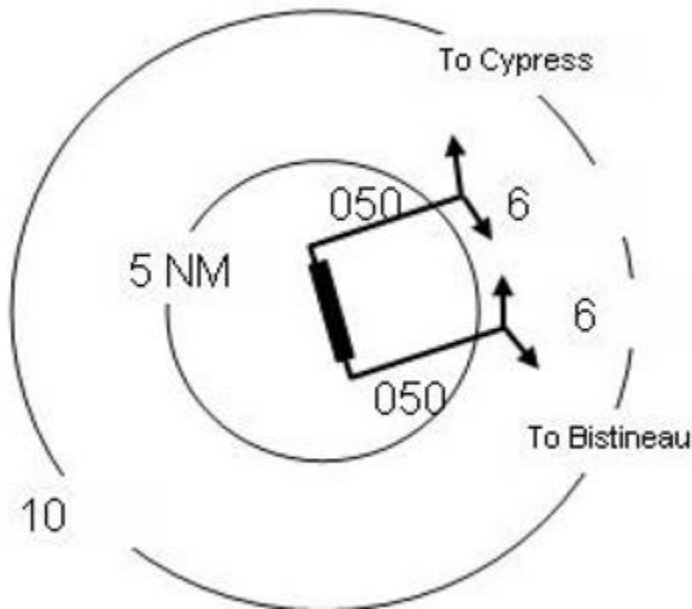
5.3.3. VFR Fighter Departures.

5.3.3.1. There are two coded fighter-type VFR departure routes.

5.3.3.2. Pilots shall request clearance with the ATCT.

5.3.3.3. On departure, turn within 2 NM of runway departure end to 050 degree heading, maintain at or below 1,500 ft. MSL. Do not exceed 1,200 ft. MSL until past the departure end. At 6 miles, turn on course and proceed IAW Cypress/Bistineau routing and maintain VFR at or below 1,500 ft. MSL. until coordinated otherwise with RAPCON. See Figure 5.1.

**Figure 5.1. Cypress/Bistineau Departure Routes.**



**5.4. Revised Visibility Minima With Approach Lights Out or Runway Markings Obscured.** Visibility minima for instrument approaches are based on operational approach lights and instrument runway markings. Therefore, visibility minima will increase if the approach lights are inoperative or runway markings are obscured.

5.4.1. The ATCT will:

5.4.1.1. Advise aircraft on tower frequencies of approach light outages.

5.4.1.2. Notify the following agencies as soon as possible.

5.4.1.2.1. FAA SHV RAPCON.

5.4.1.2.2. AMOPS for appropriate NOTAM action.

5.4.1.2.3. CCTLR or the AOF/CC.

5.4.1.3. Update the ATIS Broadcast to:

5.4.1.3.1. Advise of approach light outage.

5.4.1.4. Respond to any aircrew request for revised visibility minima to the maximum extent possible. Minima are listed in the FLIPs.

5.4.2. If advised that the approach lights are out, AMOPS will:

5.4.2.1. Publish a NOTAM reflecting approach light outage(s).

5.4.2.2. Notify airfield lighting personnel.

5.4.2.3. Notify AOF/CC for coordination with TERPS.

5.4.3. When approach lights return to service:

5.4.3.1. AMOPS will accomplish the appropriate NOTAM action and perform appropriate local checklist notification procedures.

5.4.3.2. The ATCT will:

5.4.3.2.1. Update the ATIS broadcast.

5.4.3.2.2. Advise aircraft previously alerted of the approach light outage that the lights are operational.

## **5.5. Radar Vector to Initial Procedures.**

5.5.1. Request for radar vectors can be made with Shreveport RAPCON. IFR clearance is cancelled upon entering the Barksdale Tower Class C airspace.



## Chapter 6

### EMERGENCY PROCEDURES

#### 6.1. Operation of the Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN).

6.1.1. PCAS: ATCT shall check the Primary Crash Phone between 0700-0730L daily and, as needed, on holidays when the airfield is open.

6.1.1.1. Personnel receiving information on the PCAS shall acknowledge receipt by stating their initials.

6.1.2. Activation of the SCN. AMOPS shall activate the SCN immediately following activation of the PCAS or as soon as practical. The Alternate SCN shall be tested the first Monday of each month after the SCN check. Other than for testing purposes, the SCN will be activated only to relay emergency situations that are critical to the safety and security of airfield/flight operations IAW AFI 13-204V3.

#### 6.2. Emergency Response Procedures.

6.2.1. Activation of the PCAS. ATCT shall activate the PCAS for the following:

6.2.1.1. Aircraft Emergencies or Mishaps on or off base.

6.2.1.2. Simulated aircraft emergencies/mishaps on or off base. For simulated accidents, ATCT shall precede and conclude transmission with "EXERCISE, EXERCISE, EXERCISE."

6.2.1.3. Hijack/theft alerts.

6.2.1.4. Hot Brakes.

6.2.1.5. No Radio (NORDO) Arrivals.

6.2.1.6. Jettisoning of external stores.

6.2.1.7. Aircraft bomb threats.

6.2.1.8. Unauthorized aircraft landings.

6.2.1.9. Major fuel spills (in excess of 50 square ft. or that of a continuous nature).

6.2.1.10. ATCT evacuations.

6.2.1.11. When deemed necessary by the ATCT WS or the 2 BW/SOF.

6.2.2. Notifications from the 2 BW/CP. 2 BW/CP notifications to the ATCT of a pending in-flight emergency is not an emergency declaration. The ATCT shall not activate the PCAS unless the 2 BW/CP specifies they are declaring an emergency for the pilot.

6.2.3. PCAS Out of Service Procedures. In the event that the PCAS is out of service, the ATCT shall relay emergency information to AMOPS who, in turn, shall activate the SCN.

6.2.4. Emergency Information Received by Agencies other than the ATCT. Any base agency receiving information of an emergency aircraft condition or crash will obtain as much

information as possible and relay it to the Air Traffic Control Tower. If unable to reach ATCT, contact Airfield Management.

6.2.5. Emergency situations may be declared by:

6.2.5.1. The pilot.

6.2.5.2. The ATCT WS.

6.2.5.3. The respective WG/CC, OG/CC, SQ/CC, or their designated representatives, including the SOF or 2 BW/CP. Individuals who declare the emergency shall notify the ATCT so the PCAS can be activated.

6.2.6. On Scene Officials. The Senior Fire Official is the designated Incident Commander and has operational control of the overall emergency response.

6.2.7. Prior to the emergency, the ATCT shall:

6.2.7.1. Attempt to obtain the following information for transmission over the PCAS.

6.2.7.1.1. Aircraft identification and type.

6.2.7.1.2. Nature of emergency.

6.2.7.1.3. Pilot's intentions.

6.2.7.1.4. Fuel remaining (in time).

6.2.7.1.5. Number of personnel on board.

6.2.7.1.6. Estimated landing time.

6.2.7.1.7. Hazardous cargo.

6.2.7.1.8. Any additional pertinent information.

6.2.7.2. Access to emergency aircraft for support vehicles is provided in accordance with BAFBI 13-213.

6.2.7.2.1. The ATCT WS shall suspend taxi operations upon initial PCAS activation in order to ensure Aircraft Rescue and Fire Fighting personnel have immediate and unrestricted access to the runway.

6.2.7.2.2. Once rescue personnel are in position, the ATCT WS may resume normal taxi operations.

6.2.8. The ATCT will activate the PCAS for arriving aircraft emergencies. The PCAS will be activated when the aircraft has 25 miles to fly unless otherwise directed by the ATCT WS. If an emergency is declared with less than 25 miles to fly, the PCAS shall be activated immediately.

6.2.8.1. When the emergency aircraft is the next aircraft to land, notify:

6.2.8.1.1. Senior Fire Official.

6.2.8.1.2. 2 BW SOF who in turn shall notify the 2 OG/CC (CHARLIE), and/or designated representative.

6.2.9. Initial Responders. Fire Department and AMOPS are designated as the primary initial responders to all aircraft emergencies. All responders shall request approval prior to accessing the runway.

6.2.9.1. Following an emergency affecting runway operations, AMOPS shall conduct a runway check.

6.2.9.2. The owning SOF has authority to waive runway sweep following an emergency affecting the runway.

6.2.9.3. Normally, ATCT will suspend all operations, to include departures and vehicle crossings when the emergency aircraft reaches a point no closer than 10 flying miles.

6.2.10. Termination of Emergencies.

6.2.10.1. The Senior Fire Official shall terminate an emergency when the area is safe and secure and shall notify the ATCT of the emergency termination time as soon as possible.

6.2.10.2. Only the Senior Fire Official may terminate an emergency.

6.2.10.3. The pilot should relay any emergency conditions and/or recommendations to the Incident Commander.

6.2.10.4. The ATCT shall relay the termination time to AMOPS for further dissemination.

6.2.10.5. AM is the approval authority for resuming runway operations.

### **6.3. External Stores Jettison Area Procedures.**

6.3.1. Pilots shall notify the appropriate ATC agency prior to jettison.

6.3.2. ATC should be able to provide the following assistance to aircraft:

6.3.2.1. A description of the jettison area, including radial/Distance Measuring Equipment (DME).

6.3.2.2. IFR monitoring during Instrument Meteorological Conditions (IMC).

6.3.2.3. Instructions or clearance to and from the area.

6.3.3. The IFR/VFR external stores/weapons jettison area is located off the Barksdale AFB TACAN on the 116°R/2.4 DME and is 1.6 NM east of approach Runway 33 (See Figure 6.1). Altitude and airspeed shall be maintained IAW existing guidance and Technical Orders (TOs).

6.3.4. AMOPS shall activate the SCN and notify the Security Forces Squadron (SFS) of the estimated time of the intended jettison.

6.3.4.1. Time and conditions permitting, the SFS should attempt to evacuate and secure the area in order to prevent injury or loss of life.

### **6.4. Fuel Dumping.**

6.4.1. Location. If necessary and/or authorized, the designated fuel dump area should be used. The designated fuel dump area is a left racetrack pattern on the BAD TACAN 097 radial between 30 and 45 DME, at 20,000 ft. MSL (FL200) or above. (See Figure 6.1.)

6.4.1.1. If circumstances prevent the aircraft from utilizing the designated fuel dump area, every effort should be made to dump away from urban areas, federal airways, agricultural regions, or water supply sources.

6.4.1.2. The fuel dump altitude of 20,000 ft. MSL (FL200) or above is established to take advantage of the fuel's volatility upon exposure to the atmosphere.

6.4.2. Environmental Pollution. National concern regarding environmental pollution dictates that fuel dumping be reduced to the minimum necessary for safe flight operations, and is only authorized under the following circumstances:

6.4.2.1. During an emergency in order to reduce the gross weight of the aircraft, pilots are authorized to dump fuel.

6.4.2.2. Operational requirements previously coordinated through the 2 OG/CC and 2 BW/CP.

6.4.3. Aircrew Responsibility: Aircrews shall record the following information when initiating fuel dumping operations and forward a copy of the information to 2 BW/CP and AMOPS:

6.4.3.1. Fuel jettison time.

6.4.3.2. Aircraft type.

6.4.3.3. Type of fuel.

6.4.3.4. Jettison latitude and longitude.

6.4.3.5. Altitude.

6.4.3.6. True airspeed.

6.4.3.7. Amount of fuel jettisoned (in pounds).

6.4.3.8. Reason for jettison (operational or emergency).

6.4.3.9. Outside ambient air temperature (in degrees Celsius).

6.4.3.10. Wind direction and velocity.

6.4.4. 2 BW/CP shall:

6.4.4.1. Notify the 2 CE Environmental Flight.

6.4.4.2. Maintain the report on file for 6 months.

6.4.5. AMOPS shall:

6.4.5.1. Record the information on the AF IMT 3616 for record and notify 2 BW/CP.

## **6.5. Hot Brake Area and Procedures** (See Attachment 2).

6.5.1. Notification. When notified of an aircraft with hot brakes, the ATCT shall:

6.5.1.1. Activate the PCAS and direct the aircraft to the appropriate hammerhead. If landing Runway 15, Taxiway Delta shall be used. If landing Runway 33, Taxiway Alpha shall be used.

6.5.1.2. Direct other aircraft or vehicles via alternate routes to avoid passing within 300 ft. of the hot brakes aircraft.

6.5.2. Aircrew suspecting hot brakes shall:

6.5.2.1. Notify the ATCT and taxi to the nearest hammerhead remaining clear of other aircraft.

6.5.2.2. Provide brake application, speed and computed brake energy to the Incident Commander to assist in determining brake condition.

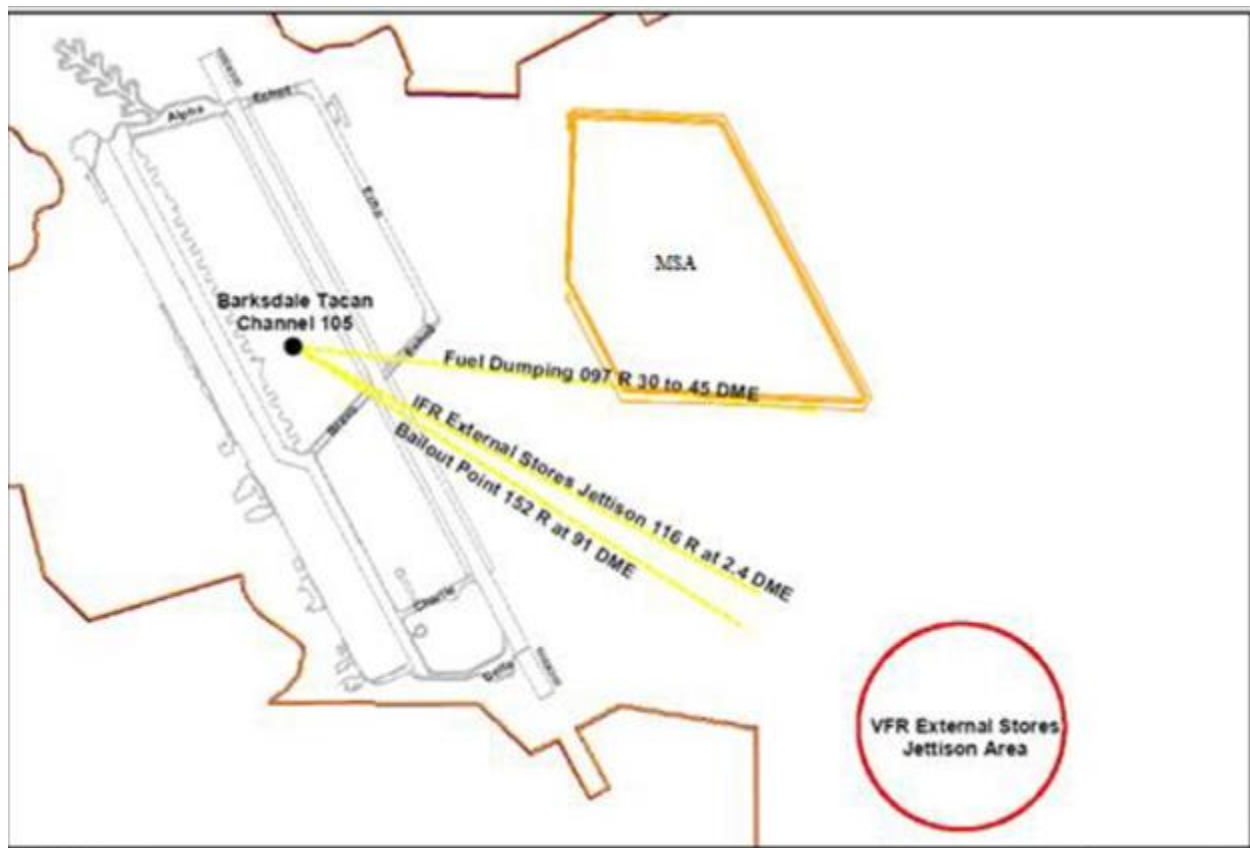
## 6.6. Bailout (or Abandonment) of Aircraft.

6.6.1. Location: The controlled bailout area also known as abandonment of aircraft for all aircraft is the BAD TACAN 152°R/091 DME fix on a 152° heading. If able, the aircraft should climb to at or above 500 ft. AGL. See Figure 6.1.

6.6.1.1. Time permitting; pilots shall notify the appropriate ATC agency.

6.6.1.2. If an emergency requires immediate ejection or abandonment, it will be made at the discretion of the pilot. ATCT will coordinate with RAPCON, if necessary, and attempt to plot the aircraft's last known position to facilitate search and rescue.

**Figure 6.1. Emergency Jettison Areas.**



## 6.7. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitter (ELT) Procedures.

6.7.1. Operational Ground Testing. Operational ground testing of ELTs is authorized during the first 5 minutes of each hour. Testing is restricted to no more than three audio sweeps.

6.7.2. Receipt of an ELT. Upon detecting or receiving a report of an ELT signal on frequencies 243.0 or 121.5 the ATCT shall:

6.7.2.1. Obtain as much information as possible from the aircraft or personnel receiving the signal. Information should include, but is not limited to, time, location and the point of strongest signal and duration of signal.

6.7.2.2. Notify AMOPS, and SHV RAPCON and relay all available information.

6.7.2.3. When advised by 2 BW/CP or any other reliable source that an emergency exists, activate the PCAS.

6.7.3. Airfield Management Responsibilities. Upon notification from the ATCT or reliable source that an ELT signal is being received, AMOPS shall:

6.7.3.1. Notify 2 BW/CP, Transient Alert and Maintenance Operations Center after normal duty hours, to initiate a search of the airport for signal source.

6.7.3.2. Determine from available information if an emergency is probable, and initiate rescue actions if appropriate.

6.7.3.3. Advise the ATCT if an emergency exists.

6.7.3.4. Monitor progress every half-hour until the signal source is located or the signal is terminated.

6.7.4. ELT Receipt after Normal Duty Hours. Upon receipt of information that an ELT is being received after normal duty hours TA, MOC, Aircrew Life Support or Life Support Office shall:

6.7.4.1. Dispatch personnel with signal detectors to attempt to locate the beacon.

6.7.4.2. Coordinate with 93 BS Life Support Office for their assistance in thoroughly checking all equipment.

6.7.4.3. Keep 2 BW/CP informed of the search status.

6.7.4.4. If discovered, inform 2 BW/CP and AMOPS of the location. If unable to locate the source of the ELT, notify 2 BW/CP for further guidance, inform AMOPS of progress.

**6.8. Hung Ordnance Procedures:** See AFMAN 91-201.

6.8.1. Hung Live/Unsafe Ordnance. All aircraft arriving with hung live or unsafe ordnance shall be considered an emergency. Aircraft shall be directed to fly a straight-in approach to the active runway unless requested otherwise by the pilot.

6.8.1.1. If recovering with hung live ordnance (MK-82, etc., vice training ordnance), a straight-in approach conducted to runway 33 is preferred.

6.8.1.2. Aircraft landing with hung weapons and/or unconfirmed hung weapons, will taxi to the appropriate location.

6.8.1.2.1. The primary location for Ground Weapons Check (GWC) is the roll-out hammerhead.

6.8.1.2.2. The secondary location is taxiway Bravo. Following visual confirmation that all ordnance is safe by GWC personnel, the aircraft will taxi to parking.

6.8.1.3. In the event that multiple aircraft return with hung ordnance, the second aircraft should delay landing until the status of the previous aircraft is determined, if possible.

6.8.1.4. Transient aircraft shall be directed to the appropriate de-arming area by the ATCT. **Note:** Hung safe ordnance is not considered an emergency, unless declared so by the pilot, ATCT WS, or respective WG/CC, OG/CC, SQ/CC or their designated representative including the SOF or 2 BW/CP.

#### 6.8.2. Unsafe Hung Gun.

6.8.2.1. An aircraft with an unsafe hung gun shall declare an emergency and fly a straight-in approach to the active runway.

6.8.2.2. The aircraft shall be directed to exit the runway on Taxiway Echo 2. If back taxi is required, the aircraft shall turn toward the east, away from the main ramp for safety purposes.

6.8.2.3. In the event Taxiway Echo 2 is unavailable, Taxiway Delta is the alternate location for an unsafe hung gun provided the aircraft turns to a heading of 120°. If back taxi is required, the aircraft shall turn toward the east, away from the main ramp for safety purposes.

6.8.2.4. On Taxiway Echo 2, park the aircraft on a 120° heading in the designated unsafe gun berm and follow responding maintenance and emergency crew instructions.

6.8.2.5. If MX personnel can make safe the hung gun, the aircraft may be instructed to taxi to park. If the hung gun cannot be deemed safe, the aircraft shall shut down engines and remain in its location.

6.8.2.6. The pilot or MOC will notify the ATCT and Senior Fire Official as soon as the hung gun is deemed safe.

6.8.2.7. AMOPS shall:

6.8.2.7.1. Activate the SCN.

6.8.2.7.2. Coordinate an alternate unsafe hung gun parking area with 2 BW/SE. If Taxiways Echo 2 and Delta are closed, advise the ATCT of the alternate parking area for the aircraft. **Note:** AMOPS is responsible for any such coordination.

6.8.2.7.3. Conduct a runway check prior to resuming runway operations.

#### 6.8.3. Flares.

6.8.3.1. Aircraft scheduled and configured for flare drop missions as well as aircraft with suspected "hung" flares shall execute a full stop landing only.

6.8.3.2. AMOPS shall perform a runway check after an aircraft lands with suspected hung flares.

6.8.3.2.1. If flares are found notify 2 CE Explosive Ordinance Disposal (EOD) immediately. After hours, notify EOD through 2 BW/CP.

6.8.3.2.2. Runway Operations shall be suspended until EOD removes the flares.

### 6.9. Evacuation of Airfield Operations (AO) Facilities.

### 6.9.1. Evacuation of ATCT.

6.9.1.1. Evacuate the ATCT when wind velocity reaches 90 knots, sustained or gusts, when a disaster is imminent which might cause damage to the ATCT or as directed by the ATCT WS. ATC personnel may return to the ATCT when the threat no longer exists.

6.9.1.1.1. The primary evacuation location for the ATCT is AMOPS.

6.9.1.1.2. The alternate evacuation location is the location deemed appropriate by the CCTLR or the ATCT WS. The ATCT shall notify AMOPS of their intended evacuation location.

6.9.1.2. When notified of an ATCT evacuation, aircraft in the local pattern shall be instructed to contact SHV RAPCON.

6.9.1.3. Aircraft on the ground shall contact 2 BW/CP (311.0 or 321.0), and provide callsign, type aircraft and position on the airfield.

6.9.1.3.1. The 2 OG/CC shall assess current mission requirements and provide guidance through 2 BW/CP as contact is established with each aircraft.

6.9.1.4. Circumstances permitting, the ATCT WS should ensure the following actions are accomplished:

6.9.1.4.1. Instruct all airborne aircraft under Barksdale ATCT control to contact SHV RAPCON.

6.9.1.4.2. Instruct all taxiing aircraft to hold their position and contact 2 BW/CP.

6.9.1.4.3. Activate the PCAS.

6.9.1.4.4. Make three transmissions on all frequencies, "BARKSDALE TOWER IS BEING EVACUATED DUE TO (REASON). RESTORATION OF SERVICE IS UNKNOWN. CONTACT SHREVEPORT APPROACH CONTROL."

6.9.1.4.5. The following phraseology will be broadcast on the ATIS, "BARKSDALE TOWER IS EVACUATING DUE TO (REASON). ALL ARRIVING AIRCRAFT, CONTACT SHREVEPORT APPROACH ON 350.2 or 118.6. ALL TAXIING AIRCRAFT CONTACT COMMAND POST ON 311.0 or 321.0. RESTORATION OF SERVICE UNKNOWN."

6.9.1.5. Notify SHV RAPCON of evacuation giving the callsign and position of known aircraft sent to their frequency.

6.9.1.6. Notify AMOPS of evacuation, if not already transmitted through the PCAS, for NOTAM action. AMOPS shall send a NOTAM closing the airfield.

6.9.1.7. Advise vehicles on the airfield of the evacuation, and instruct vehicles on the runway to exit immediately.

6.9.1.8. Set airfield lighting to the appropriate step IAW FAA JO 7110.65, as required prior to evacuation.

6.9.1.9. AMOPS shall:

6.9.1.9.1. Publish NOTAMs as appropriate.



6.9.1.9.2. Notify the AOF/CC and the 2 OSS/CC.

6.9.2. AMOPS Facility Evacuation Procedures.

6.9.2.1. Evacuate Integrated Operations Center (IOC) when a disaster is imminent which might cause damage to the IOC or as directed by the AOF/CC, Fire Department, Security Forces, or other competent authority. AMOPS personnel may return to the IOC when the threat no longer exists.

6.9.2.2. The primary evacuation location for AMOPS is the Warrior Center.

6.9.2.3. The alternate evacuation location for AMOPS is the Airshow Office at Hoban Hall.

6.9.2.4. Circumstances permitting, AMOPS should ensure the following actions are accomplished:

6.9.2.4.1. Secure all classified information.

6.9.2.4.2. Activate the SCN and pass the following message: "AM PERSONNEL ARE EVACUATING DUE TO (REASON). AM WILL CONTACT ALL AGENCIES VIA LANDLINE UPON ARRIVAL AT OUR RELOCATION SITE."

6.9.2.4.3. Notify the OSS/CC, AOF/CC, AFM, ATCT and 2 OSS/OSW prior to evacuation.

6.9.2.4.4. Ensure the building is secure if evacuating for reasons other than an immediate threat.

**6.10. Other Emergency Procedures as Locally Determined.**

6.10.1. Unlawful Seizure of Aircraft.

6.10.1.1. Base procedures are outlined in 2 BW IDP 31-10 Vol 2 Appendix 22 to Annex C. The ATCT responsibilities shall be performed IAW AFI 13-204 V3, but are not limited to, the following:

6.10.1.2. Activate the PCAS.

6.10.1.3. Issue position information to fire/crash, security police, base rescue, etc.

6.10.1.4. Assist the On-Scene Commander by forwarding updated information and relaying any orders or instructions.

6.10.2. Bomb Threats to Airborne Aircraft.

6.10.2.1. The 2 BW/CP shall notify the following agencies (if receiving the information first):

6.10.2.1.1. ATCT and AMOPS.

6.10.2.1.2. EOD.

6.10.2.1.3. All other agencies as deemed appropriate.

6.10.2.2. The ATCT shall:

6.10.2.2.1. Attempt to initiate contact with the aircraft. If unable, pass all available information to SHV RAPCON and/or Fort Worth ARTCC.

6.10.2.2.2. If the aircraft is to return to Barksdale AFB for landing; the ATCT shall activate the PCAS and instruct the aircraft to park on Echo 2 Taxiway. If the aircraft is unable or Echo 2 is closed, instruct the aircraft to park on the south hammerhead if landing Runway 15 and Taxiway Echo 1 if landing Runway 33.

6.10.2.3. AMOPS shall:

6.10.2.3.1. Notify the 2 MSG/CC and the Office of Emergency Management (2 CES/CEX).

6.10.2.4. If the aircraft is not landing at Barksdale AFB, AMOPS shall notify DeRidder Flight Service Station to relay the information of the threat to the appropriate agencies.

6.10.3. Aircraft Mishap Reporting Procedures. The ATCT WS will initiate their local checklist for mishap procedures and shall notify the Tower CCTLR. If unable to reach the Tower CCTLR, contact the AOF/CC who, in turn, shall notify the OSS/CC as soon as practical after a mishap occurs. The AOF/CC shall notify HQ AFGSC within 24 hours of any mishap at Barksdale AFB. *Barksdale Air Force Base Installation Emergency Management Plan 10-2* outlines base response procedures.

6.10.4. Hydrazine. Echo Taxiway is the primary hydrazine incident parking area. If an aircraft experiences a hydrazine leak while in parking, the aircraft shall remain in the respective parking spot. Personnel shall exercise extreme caution and evacuate to avoid the affected area. ATCT personnel will conduct local hydrazine checklist to ensure proper notification and activation of PCAS. Upon activation of PCAS, AMOPS will activate SCN.

6.10.4.1. Taxiway Delta is the alternate hydrazine parking area. If Runway 33 is in use, aircraft should make a 180 degree turn on the runway and back taxi to Taxiway Delta if utilization of the alternate hydrazine area is deemed necessary.

## Chapter 7

### FLIGHT PLANNING PROCEDURES

**7.1. Flight Plans.** All flight plans will be filed in person at AMOPS with the following exceptions: Barksdale AFB host and tenant flying organizations may fax or e-file flight plans IAW procedures listed below. At no time will AMOPS accept original flight plans via the Pilot-to-Dispatch radio. If faxed or e-filed, the host or tenant unit will maintain the original flight plan in accordance with AFI13-204V3.

7.1.1. The following procedures apply to filing flight plans:

7.1.1.1. All DD Form 1801, DoD International Flight Plan, must be filed two hours prior to departure for international flights and one hour prior to departure for continental flights.

7.1.1.2. Receipt of faxed flight plans must be verified with AMOPS via phone or in-person. E-file receipts must be sent to the AMOPS distro box at [2OSSAMOps@us.af.mil](mailto:2OSSAMOps@us.af.mil) or [2OSS.OSAA.AirfieldManagement@us.af.mil](mailto:2OSS.OSAA.AirfieldManagement@us.af.mil).

### 7.2. Flight Plan Changes.

7.2.1. Changes may be made provided AMOPS entered the flight plan into the system. For e-filed flight plans the step desk or aircrew members who e-filed are required to make any flight plan changes. The only exception to this is routine changes that aircrew members can request with ATCT such as removing the flight plan from the system. If on the ground, pilots may pass changes to the proposed departure time or flight plan route to AMOPS via Pilot-to-Dispatch (UHF 254.425) or landline. AMOPS will submit requested amendments to flight plans filed at Barksdale AFB to Fort Worth Center. AM will attempt to contact unit that submitted the original flight plan for pilots requesting changes to a flight plan that was not filed at Barksdale AFB.

7.2.2. AMOPS shall advise the ATCT of any changes to previously filed flight plans. AMOPS will advise the tower if an off-station flight service section will make amendments. AMOPS will advise pilots via Pilot to-Dispatch or ATCT if the originating flight service section could not be contacted.

7.2.3. Airborne aircraft shall request flight plan changes with the appropriate ATC agency.

## Chapter 8

### MISCELLANEOUS OPERATIONS

**8.1. Airfield Operations Board (AOB) Membership.** In accordance with (IAW) AFI 13-204v2 and AFI 13-204V3 the AOB will be held quarterly. The purpose of the AOB is to provide a forum for discussing, updating and tracking activities associated with the flying mission and the support thereof.

8.1.1. AOB membership is mandatory for the members listed in Table 8.1. Attendance from Shreveport Radar Approach Control (SHV RAPCON) is highly encouraged.

**Table 8.1. AOB Membership.**

2 Operations Group (2 OG/CC) - Chairman	2 OG Standardization/Evaluation (2 OG/OGV)
2 Bomb Wing Command Post (2 BW/CP)	2 Bomb Wing Safety (2 BW/SE)
307 Bomb Wing (307 BW)	2 Maintenance Group (2 BW/MXG)
11 Bomb Squadron (11 BS)	2 Mission Support Group (2 MSG)
93 Bomb Squadron (93 BS)	20 Bomb Squadron (20 BS)
340 Weapons Squadron (340 WPS)	49 Test & Eval Squadron (49 TES)
548 Combat Training Squadron (548 CTS)	96 Bomb Squadron (96 BS)
2 Civil Engineering Squadron (2 CES)	343 Bomb Squadron (343 BS)
2 OSS Airfield Operations (2 OSS/OSA)	2 Operations Support Squadron (2 OSS)
2 OSS Tower (2 OSS/OSAT)	2 Communications Squadron (2 CS)
2 OSS Airfield Management (2OSS/OSAA)	2 OSS Airspace Manager (2 OSS/OSKA)
2 OSS Weather (2 OSS/OSW)	

8.1.2. Annual Review Requirements.

8.1.2.1. Self-Assessment Checklist (SAC)s within Management Internal Control Toolkit. (September).

8.1.2.1.1. Each section will run their checklists and lock them for validation before 15 October for AOF/CC review. Non-compliant items will be briefed at the next AOB.

8.1.3.1. Letters of Procedure (LOP) index (February).

8.1.3.1.1. Letters of Procedure will be reviewed annually throughout the year according to a schedule created by the AOF/CC. Regardless of that review schedule, the AOF/CC will ensure that the LOP index is up to date and post that on the AFGSC Sharepoint before 1 March.

8.1.3.2. Air Installation Compatible Use Zone (March).

8.1.3.3. Airfield Waiver Package (April).

8.1.3.4. Annual Airfield Certification and Safety Inspection (August).

8.1.3.5. Terminal Instrument Procedures (TERPS) (September).

8.1.3.6. Aircraft Parking Plan (December).

8.1.3.7. Airfield Projects (October).

**8.2. Notice to Airmen (NOTAMs) Procedures.**

8.2.1. ATCT is the NOTAM monitoring facility for Barksdale AFB.

8.2.2. AM will coordinate with all applicable agencies concerning NOTAM information.

8.2.2.1. NOTAM information is available at <https://www.daip.jcs.mil/daip/mobile/index>

8.2.2.2. Procedural NOTAMs (V Series NOTAMs) are processed by the TERPS Cell.

8.2.2.3. Additional information concerning Barksdale NOTAM procedures can be located in the Airfield Management Operations Instruction.

**8.3. Flight Information Publication (FLIP) Accounts, Procedures for Requesting Changes.**

8.3.1. AMOPS shall process FLIP orders as required.

8.3.2. Contact AMOPS to establish or request changes to existing accounts.

**8.4. Number and Status of Permanent Waivers.**

8.4.1. The AFM maintains records of all permanent and temporary waivers.

8.4.2. Contact the AFM to make inquiries about current waivers or to ask for guidance on how to apply for waivers.

**8.5. Prior Permission Required (PPR) Procedures.**

8.5.1. Barksdale AFB's airfield is PPR at all times. Refer to Instrument Flight Rules (IFR) Supplement for PPR requirement procedures and operations.

**8.6. Unscheduled Aircraft Arrivals.**

8.6.1. The ATCT shall notify AMOPS of all aircraft requesting to land without a PPR number. Prior to issuing a landing clearance, the ATCT may instruct the pilot to contact Pilot to Dispatch (PTD) for further coordination.

8.6.2. Emergency or divert aircraft may land without a PPR.

8.6.3. DoD or other government agency, contract, or state aircraft may be authorized to land without a PPR.

8.6.4. All aircraft landing at Barksdale AFB without a PPR will be required to complete PPR violation paperwork at AMOPS.

8.6.5. AMOPS shall notify 2 SFS and 2 BW/CP of all unauthorized landings IAW locally developed checklists.

8.6.6. When parking location is determined, AMOPS shall coordinate with Transient Alert (TA).

8.6.7. For all unscheduled civilian aircraft landings, actions shall follow guidance IAW (AFI 10-1001, Civil Aircraft Landing Permits) and 2 BW Integrated Defense Plan (IDP) 31-10 V1, V2.

8.6.7.1. When the aircraft lands, ATCT shall direct the pilot to turn off the runway at the first available taxiway, and hold.

## **8.7. Air Evacuation Aircraft Notification and Response Procedures.**

8.7.1. AMOPS is the single agency for coordination of rescue protection notification for Aeromedical airlift aircraft.

8.7.2. Upon notification of an inbound Aeromedical airlift aircraft, AMOPS shall:

8.7.2.1. Notify the ATCT, Crash Fire and Rescue, Security Forces, Hospital (Air Evacuation section), and 2 BW/CP of the aircraft type, identification and estimated time of arrival (ETA).

8.7.2.2. Notify TA of the aircraft type, identification, ETA, and parking instructions.

8.7.3. The ATCT shall:

8.7.3.1. Notify AMOPS when the aircraft has 15 miles to fly.

8.7.3.2. Relay information requested by the aircraft commander.

## **8.8. Distinguished Visitor (DV) Notification Procedures.**

8.8.1. Upon notification of an inbound DV (code 7 or higher) AMOPS shall accomplish DV NOTIFICATION CHECKLIST and notify applicable base agencies, i.e., 2 BW, 8 AF, or AFGSC the DV will visit. AMOPS personnel will make notifications per the DV checklist upon receipt of a departure message from the departure station or other means if the departure station is not serviced by a military installation. Typically DVs are parked on Juliet row, spots one or two.

8.8.2. The ATCT shall pass a position report to AMOPS when the DV aircraft reaches 15 miles to fly.

## **8.9. Dangerous/Hazardous Cargo.**

8.9.1. When notified of any aircraft carrying hazardous cargo/inert devices the following procedures apply:

8.9.1.1. Air Terminal Operations (ATO):

8.9.1.1.1. Complete local notification checklist for hazardous cargo operations.

8.9.1.1.2. Coordinate special requirements, if any.

8.9.1.2. AMOPS shall:

8.9.1.2.1. Relay arrival/departure time to necessary agencies.

8.9.1.2.2. Contact the Fire Department, the ATCT, 2 BW/CP, and MOC. Provide agencies with the aircraft identification, type, ETA, nature of hazardous cargo, class, division, and net explosive weight of the explosive cargo.

8.9.1.3. ATCT shall:

8.9.1.3.1. If the aircraft is requiring an unscheduled landing with hazardous cargo due to an emergency, make every effort to obtain the minimum information required in para 6.2.7.1. as well as the nature of the hazardous cargo, class, division, net explosive weight of explosive cargo, withdrawal distance and fire fighting time, if not already known.

8.9.1.3.1.1. Activate the PCAS and pass all pertinent information.

8.9.2. Hazardous Cargo Parking Area.

8.9.2.1. Transient aircraft shall park at the designated hot cargo pad (intersection of Taxiway Echo and Echo 2), facing as directed by TA or Air Freight to facilitate uploading and downloading.

8.9.2.1.1. Aircraft shall be given progressive taxi instructions and should be taxied to Taxiway Echo. When Taxiway Echo is not available, aircraft should be taxied to Taxiway Bravo.

**8.10. Night Vision Devices (NVD) Operations.**

8.10.1. NVD use is not authorized in Barksdale airspace.

8.10.2. Night Vision Device (NVD) use by vehicle operators is prohibited.

**8.11. Local Aircraft Priorities.**

8.11.1. The OG/CC establishes local aircraft operational priorities. Locally developed operational priorities must not take precedence over priorities listed in Federal Aviation Administration Joint Order (FAA JO) 7110.65, Chapter 2, Section 1 and AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*. Barksdale's local aircraft priorities are as follows:

8.11.1.1. Emergencies.

8.11.1.2. Civilian or military LIFEGUARD or military air evacuation flights (AIR EVAC/MED EVAC receives priority when requested).

8.11.1.3. ALERT (NAOC: TACAMO and NIGHT WATCH, etc.) aircraft when indicated in the remarks section of the flight plan or in air/ground communications.

8.11.1.4. Presidential aircraft and entourage.

8.11.1.5. Flight Check (FC).

8.11.1.6. Distinguished Visitor (DV) Code 1-7 arrivals/departures.

8.11.1.7. Aircraft with Operational Priority.

8.11.1.7.1. Aircraft commanders who have an operational requirement for priority handling over routine traffic (i.e., mission with a Controlled Departure Time (CDT) or other sorties where timing is critical to the effectiveness of the mission) should include the request on their flight plan and notify ground control on initial contact.

8.11.1.7.2. If appropriate, aircrews should advise ground control of any requirement for a CDT.

8.11.1.7.3. A request for operational priority may require coordination/approval from SHV RAPCON, therefore prompt notification is critical to ensure a timely departure.

8.11.1.8. IFR arrivals and departures.

8.11.1.9. IFR transient aircraft arrivals/departures.

8.11.1.10. VFR arrivals/departures.

8.11.1.11. VFR Aircraft conducting practice approaches to the runway in use.

8.11.1.12. Opposite Direction arrivals/departures.

**8.12. Lost Communication Instructions.** Aircraft experiencing loss of radio communications shall be considered an emergency.

8.12.1. Aircraft losing radio contact with SHV RAPCON or the ATCT shall perform the following:

8.12.1.1. Squawk mode III 7600. Attempt to contact the appropriate ATC facility on Guard (243.0) and monitor appropriate RAPCON/Tower/Guard frequencies.

8.12.1.2. VMC: Proceed VFR direct Barksdale AFB and conduct a full stop landing. Expect light gun signals from the ATCT.

8.12.1.3. When Runway 15 is in use and weather (WX) is IMC: Proceed direct to Belcher (EIC) VORTAC at the last assigned altitude or 4,000 ft. MSL, whichever is higher, and execute an ILS approach to Runway 15 and land at Barksdale AFB. Expect light gun signals from the ATCT

8.12.1.4. When Runway 33 is in use and WX is IMC: Proceed direct to Elm Grove (EMG) VORTAC at the last assigned altitude or 3,000 ft. MSL, whichever is higher, and execute an ILS approach to Runway 33 and land at Barksdale AFB. Expect light gun signals from the ATCT.

8.12.2. SHV RAPCON will utilize procedures outlined in FAA Order 7110.65 to reestablish communication with aircraft in the event of a RAPCON communication failure. In the event procedures outlined in 7110.65 are unsuccessful in re-establishing communications, SHV RAPCON shall utilize locally generated checklist procedures, which include the use of back-up radio systems, to re-establish communications.

**8.13. Local Climb-out Back-to-Radar Procedures (Locally assigned aircraft only).** Pilots shall execute the following procedure when issued “EXECUTE LOCAL CLIMB OUT:”

8.13.1. Runway 15: “(AIRCRAFT CALL SIGN) CLEARED TO BARKSDALE AIRPORT VIA RADAR VECTORS, MAINTAIN AT OR BELOW ONE THOUSAND TWO HUNDRED UNTIL DEPARTURE END, THEN TURN LEFT HEADING ZERO FIVE ZERO, CLIMB AND MAINTAIN TWO THOUSAND, CONTACT DEPARTURE THREE FIVE ZERO POINT TWO, REMAIN PRESENT SQUAWK (if previously assigned) or SQUAWK (code).”

8.13.2. Runway 33: “(AIRCRAFT CALL SIGN) CLEARED TO BARKSDALE AIRPORT VIA RADAR VECTORS, MAINTAIN AT OR BELOW ONE THOUSAND TWO HUNDRED UNTIL DEPARTURE END, THEN TURN RIGHT HEADING ZERO FIVE ZERO, CLIMB AND MAINTAIN TWO THOUSAND, CONTACT DEPARTURE THREE FIVE ZERO POINT TWO, REMAIN PRESENT SQUAWK (if previously assigned) or SQUAWK (code).”

**8.14. Opposite Direction Takeoffs and Landings .** Only the pilot shall initiate an opposite direction request.

8.14.1. ATCT shall provide separation for opposite direction IFR or VFR traffic IAW FAAO JO 7110.65 and the following:



8.14.1.1. Ensure no traffic is on an approach to, or departing from, the active runway once the opposite direction traffic reaches a distance of 10 flying miles from the landing threshold.

### **8.15. Go Around/Missed Approach Procedures.**

8.15.1. Fighter type shall remain within Barksdale AFB Class C surface area at all times during the breakout procedure. At or inside 5 mile final and when appropriate, the ATCT may instruct an aircraft to "GO AROUND." The pilot may initiate a "GO AROUND" at or inside 5 mile final.

8.15.2. Aircraft remaining in the VFR pattern shall be issued "GO AROUND" instructions and remain left/right of the runway when the situation dictates. Aircraft shall offset east of the runway, no more than ½ mile. Maintain at or below 1,200 ft. MSL until abeam the departure end, then as directed by the ATCT. Go Around procedures will be used if the aircraft is at five mile final or closer.

8.15.3. Missed approach procedures will be executed as published on the applicable KBAD approach plate.

**8.16. Civilian Aircraft Operations** . Civilian pilots requesting permission to land at Barksdale AFB must fill out appropriate paperwork, i.e., DD Form 2400, 2401 and 2402, IAW AFI 10-1001 to land at Barksdale AFB. The pilot must have an approved civil aircraft landing permit in the aircraft when operating to/from Barksdale AFB.

8.16.1. Barksdale AFB is a PPR base. Civil aircraft must have a PPR number issued by AMOPS to land at Barksdale AFB. Contact AMOPS operations desk at commercial (318) 456-3226 or DSN 781-3226 to request a PPR number.

8.16.2. Civil aircraft may conduct low approaches but are prohibited from touching the landing gear to the runway unless in possession of a DD Form 2401 and authorized by the installation commander or his designated representative.

8.16.3. Civil emergency aircraft may land at Barksdale AFB. AMOPS will initiate unauthorized landing procedures in accordance with a locally developed checklist following any civil aircraft emergency landing.

### **8.17. Cooperative Weather Watch Procedures.**

8.17.1. ATCT shall:

8.17.1.1. Report to 2 OSS/OSW the tower prevailing visibility, IAW FAA JO 7110.65, AFMAN 15-111, *Surface Weather Observations*, BAFBI 15-101, *Weather Support Procedures* and the ATCT OI, and all significant weather observed (e.g. prevailing visibility changes when visibility is four [4] SM or less) IAW the 2 OSS OI 15-1, *Barksdale Cooperative Weather Watch Program*.

8.17.1.2. Relay pilot reports (PIREPS) and controller observed weather elements to 2 OSS/OSW.

8.17.2. AMOPS personnel shall comply with all requirements in 2 OSS OI 15-1 concerning severe weather notification procedures.

8.17.2.1. When ATCT is notified of lightning within 5 NM, they shall broadcast the information over the ramp net.

**8.18. Airfield Snow Removal Operations.** Barksdale AFB does not require a snow removal operations plan; however, a decelerometer and Bowmonk friction measurement equipment will be maintained for conducting and reporting Runway Conditions Readings. This guidance shall determine actions if snow removal is required. If future climatology studies change, a snow removal operations plan shall be developed. When snowfall is of sufficient quantity to cover the runways, taxiways, ramps, and snow removal becomes necessary as determined by the AFM, equipment will be used to clear aircraft operating areas in the following priority:

- 8.18.1. Runway.
- 8.18.2. Entrance to AAPA and Alpha taxiway.
- 8.18.3. Delta taxiway.
- 8.18.4. Main parallel taxi lane.
- 8.18.5. Bravo taxiway.
- 8.18.6. POL.
- 8.18.7. Ramp parking rows J and K.
- 8.18.8. Remainder of ramp as determined by AM or the 2 OG/CC.

**Note:** Snow removal equipment is considered as two road graders, 3 bucket loaders and one towed street broom.

**8.19. Bird/Wildlife Control: Local Bird/Wildlife Aircraft Strike Hazard (BASH):** BAFBI OI 91-212 outlines Bird Watch Conditions (BWC), provides guidance to reduce bird strike hazards for aircraft utilizing the Barksdale AFB airfield, and also outlines specific responsibilities concerning the Barksdale AFB BASH program. For BWC limitations and restrictions see AFI 11-2B-52V3 BAFBSUP.

8.19.1. BASH Phases are also outlined in BAFBI OI 91-212 and are also listed in the Area Planning 1 (AP/1) : The below phases are based on migratory patterns and may be altered with the recommendation of the on-base United States Department of Agriculture (USDA) representative or Flight Safety.

8.19.1.1. Phase 1: Defined as beginning the first of April through the end of August.

8.19.1.2. Phase 2: Defined as beginning the first of September through the end of March.

8.19.2. Aircraft scheduled to conduct multiple approaches during Phase 2 will be approved through the 21-165 process.

8.19.2.1. Moderate:

8.19.2.1.1. SOF approval is required for all pattern activity other than full stop landings or initial takeoff. Aircrew may hold at an altitude above the observed bird activity

8.19.2.2. Severe:

8.19.2.2.1. Transition is prohibited. Takeoffs and full stop landings require OG/CC approval.

8.19.3. The SOF is the primary authority for declaring a bird watch condition. In the absence of a SOF, AMOPS or ATCT will declare the BWC.

8.19.4. As soon as possible after changing the BWC, the declaring agency shall coordinate with the ATCT WS to ensure aircraft in critical phases of flight or aircraft ready for departure are advised of the increased or decreased BWC.

**8.20. Supervisor of Flying Operating in the Tower** . Procedures are outlined in AFI 11-418 Barksdale AFB Supplement. The on-duty SOF is authorized to work out of the ATCT as long as they are listed on the SOF Tower access list. The SOF position can be utilized by controllers for duty requirements when the SOF is not in the tower.

**8.21. Airfield Environment.**

8.21.1. Wearing of Hats. IAW BAFBI 13-213, wearing hats on the airfield is not authorized.

8.21.2. Airfield Smoking Policy. AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, governs the airfield smoking policy. Smoking is prohibited in aircraft maintenance facilities, the flight line areas, and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the functional manager and/or supervisor.

8.21.3. Airfield Photography. The taking of photographs on the airfield is generally not allowed; however, official requests should be routed through either 307th BW Public Affairs or 2d BW Public Affairs.

8.21.3.1. Airfield Operations personnel will be permitted to take photographs as necessary for official airfield business, to include, but not limited to pavement conditions, grass height, and animal control.

8.21.3.2. The aircraft commander can authorize members of his/her crew to take photographs of the airfield for official business, to include, but not limited to training purposes.

**8.22. EOD Planned Detonation** . The location of planned detonation is the Barksdale AFB 085 radial, 5.75 DME fix. There are two types of detonation. The electric detonation takes 5 minutes to complete. The non-electric detonation takes 10 to 12 minutes to complete. If there is a misfire, expect a 60-minute delay of the EOD operation.

8.22.1. EOD personnel will notify AMOPS and call the ATCT on extension 2116 or over the radio and advise of the planned detonation.

8.22.2. Prior to detonation, EOD personnel shall:

8.22.2.1. Obtain approval from the ATCT just prior to detonation and advise of expected duration and affected altitude.

8.22.2.2. Advise AMOPS and ATCT of termination.

8.22.3. ATCT personnel shall:

8.22.3.1. If detonation will affect the traffic pattern:

8.22.3.1.1. Coordinate with SHV RAPCON prior to detonation.

8.22.3.1.2. Advise SHV RAPCON when detonation is complete.

8.22.3.2. Monitor the Tower Net for the duration of the detonation.

**8.23. Non-Standard Maneuvers and Operations.** Non-standard maneuvers and operations are any maneuvers or operations that are unfamiliar to Barksdale AFB ATC and not found in Federal Aviation Regulation (FARs), FAA operational procedures, LOAs or LOPs.

8.23.1. Pilots shall not perform non-standard maneuvers or operations without prior approval from the ATCT.

8.23.2. Tenant units receive approval authority for non-standard maneuvers or operations by their respective unit authorized official with ATCT concurrence.

8.23.3. Unit commanders shall coordinate with the 2 OG/CC to ensure the maneuvers or operations do not interfere with the safety of other aircraft operations.

**8.24. Aircraft Compass Swing Site.** An aircraft compass swing site is required for alignment after replacement of critical compass components on the B-52. Current regulations for the placement of a Compass Rose on the airfield are not required due to the advancement of the equipment. It is critical to ensure this site is easily identified and certified on an annual basis.

8.24.1. 2 MXG/AFETS will annually certify the site, currently located at Taxiway E, and provide documentation of this to the AFM and 2 MXG.

**8.25. Civil use of Military ATCALs.**

8.25.1. Practice instrument approaches: Civil aircraft are authorized to use Barksdale Tower, and other navigational aids to conduct practice approaches on a non-interference basis with respect to military operations. Civilian aircraft may only conduct low approaches at Barksdale, unless the appropriate paperwork is completed through AMOPS IAW paragraph 8.5.

**8.26. Aero Club .** There is no Aero Club at Barksdale Air Force Base.

**8.27. UAS Operations.**

8.27.1. Per the Wing Commander's "Small Unmanned Aircraft Systems (sUAS) Policy Letter," no recreational use of sUAS (also known as Part 101 operations) are allowed on base.

8.27.2. Recreational users off-base are required to contact the ATC tower if they will be operating within 5 miles of Barksdale Air Force Base.

8.27.2.1. ATC will follow procedures listed in JO 7200.23A when responding to requests from off-base recreational users.

8.27.3. Commercial UAS operations (also known as Part 107 operations) are only allowed by companies who have applied for and received approval for a Certificate of Authorization (COA) through the FAA's process.

8.27.3.1. All commercial sUAS COA requests will be processed per FAA guidelines found on FAA.gov website.

8.27.3.2. The Airspace Manager and AOF/CC will coordinate all COA request with Security Forces, Air Traffic Control and Flight Safety. The Wing Commander is the approval authority for all sUAS COA requests, unless delegated in writing to another agency.

8.27.3.3. If the COA is approved, each of the above agencies will be provided a copy of it.

8.27.3.4. Commercial UAS users are required to contact the ATC tower 30 minutes before they plan to conduct operations.

8.27.3.4.1. ATC does not approve operations but can deny operations if they will conflict with predicted traffic or for any other operational reason.

8.27.4. Government use of UAS is not governed by the same process. Any request to utilize government sUAS must be channeled through the Wing Commander.

8.27.5. Any unauthorized use of sUAS must be passed to the BDOC for resolution and will be logged and notification of the pertinent details of the event will be passed to the AOF/CC.

TY W. NEUMAN, Colonel, USAF  
Commander

**ATTACHMENT 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

- AFI 10-1001, *Civil Aircraft Landing Permits*, 1 September 1995
- AFI 10-207, AFGSC Sup, *Command Posts Operations*, 25 March 2015; IC 1, 8 Dec 2015
- AFI 11-2B-52 V3, *B-52 Operations Procedures*, 14 June 2010 ; IC 1, 24 Sep 2012, *Barksdale AFB Sup*, 2 May 2017
- AFI 11-202, Vol 3, AFGSC\_SUP, *General Flight Rules*, 31 January 2013
- AFI 13-213, *Airfield Driving*, 01 June 2011
- AFI 13-204, Vol 2, *Airfield Operations Standardization and Evaluations*, 01 September 2010
- AFI 13-204, Vol 3, *Airfield Operations Procedures and Programs*, 01 September 2010
- AFI 13-204, Vol 3, AFGSC\_SUP, *Airfield Operations Procedures and Programs*, 20 May 2016
- AFI 35-108, *Environmental Public Affairs*, 14 July 2015
- AFI 91-101, *Air Force Nuclear Weapons Surety Program*, 15 August 2014
- AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, 15 June 2012
- AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 November 1994
- AFMAN 15-111, *Surface Weather Observations*, 27 February 2013
- AFMAN 33-363, *Records Management*, 1 March 2008
- AFMAN 91-201, *Explosives Safety Standards*, 12 January 2011
- AFMAN 91-223\_AFGSC SUP, *Aviation Safety Investigations and Reports*, 16 May 2013
- 2 OSS OI 15-1, *Barksdale Cooperative Weather Watch Program*, 25 July 2015
- BARKSDALEAFBI SUP1/307 WG SUP1, *Operations Procedures*
- BARKSDALE 10-2, *Barksdale Air Force Base Installation Emergency Management Plan*, 3 November 2014
- BARKSDALEAFBI 13-213, *Airfield Driving Instruction*, 26 November 2013
- BARKSDALEAFBI 15-101, *Weather Support Procedures*, 14 June 2016
- BARKSDALE AFBPAM 91-212, *Bird/Wild Aircraft Strike Hazard Man. Techniques*, 1 December 2011
- FAA JO 7110.65, *Air Traffic Control*, 10 December 2015
- FAA JO 7200.23A, *Unmanned Aircraft System (UAS)*, 1 August 2017

***Adopted Forms***

- AF Form 847, *Recommendation for Change of Publication*, 22 September 2009

AF Form 3616, *Daily Record of Facility Operation*, 10 Jan 2012

***Abbreviations and Acronyms***

**AAPA**—Alert Aircraft Parking Area

**AFB**—Air Force Base

**AFFSA**—Air Force Flight Standards Agency

**AFGSC**—Air Force Global Strike Command

**AFI**—Air Force Instruction

**AFM**—Airfield Manager

**AFMAN**—Air Force Manual

**AGL**—Above Ground Level

**AMOPS**—Airfield Management Operations

**AFOSH**—Air Force Occupational Safety and Health

**AFRC**—Air Force Reserve Command

**AGE**—Aerospace Ground Equipment

**AGL**—Above Ground Level

**AM**—Airfield Management

**AOB**—Airfield Operations Board

**AOF/CC**—Airfield Operations Flight Commander

**ARTCC**—Air Route Traffic Control Center

**ASR**—Surveillance Radar Approach

**ATC**—Air Traffic Control

**ATCAL**S—Air Traffic Control and Landing System

**ATCT**—Air Traffic Control Tower

**ATIS**—Automatic Terminal Information Service

**AOCI**—Airfield Operations Certification Inspection

**BASH**—Bird/Wildlife Aircraft Strike Hazard

**BDOC**—Base Defense Operations Center

**BWC**—Bird Watch Condition

**CBT**—Computer Based Training

**CCTLR**—Chief Controller

**CE**—Civil Engineering

**CES**—Civil Engineering Squadron

**CMA**—Controlled Movement Area  
**CMAV**—Controlled Movement Area Violation  
**2 BW/CP**—Command Post  
**DAFM**—Deputy Airfield Manager  
**DME**—Distance Measuring Equipment  
**DOD**—Department of Defense  
**DTN**—Shreveport Downtown Tower  
**DV**—Distinguished Visitor  
**ELT**—Emergency Locator Transmitter  
**EOD**—Explosive Ordnance Disposal  
**ETA**—Estimated Time of Arrival  
**FAA**—Federal Aviation Administration  
**FAA JO**—Federal Aviation Administration Joint Order  
**FAR**—Federal Air Regulation  
**FC**—Flight Check  
**ADPM**—Airfield Driving Program Manager  
**FLIP**—Flight Information Publication  
**FOD**—Foreign Object Damage  
**FSS**—Flight Service Station  
**GOV**—Government Owned Vehicle  
**HATR**—Hazardous Air Traffic Report  
**HIRL**—High Intensity Runway Lights  
**IAW**—In Accordance With  
**IFE**—In-flight Emergency  
**IFR**—Instrument Flight Rules  
**IG**—Inspector General  
**ILS**—Instrument Landing System  
**IMC**—Instrument Meteorological Conditions  
**LOA**—Letter of Agreement  
**LOP**—Letter of Procedure  
**LMR**—Land/Mobile Radio  
**METNAV**—Meteorological Navigation



**MOA**—Military Operations Area  
**MOC**—Maintenance Operations Center  
**MSL**—Mean Sea Level  
**NAMO**—NCOIC, Airfield Management Operations  
**NAOC**—National Airborne Operations Center  
**NAVAID**—Navigational Aid  
**NM**—Nautical Mile  
**NORDO**—Local Area Lost Communications  
**NOTAM**—Notice to Airmen  
**NPA**—North Practice Area  
**NSF**—Non-Standard Formation  
**OG/CC**—Operations Group Commander  
**OI**—Operating Instruction  
**OPLAN**—Operations Plan  
**PAPI**—Precision Approach Path Indicator  
**PAR**—Precision Approach Radar  
**PCAS**—Primary Crash Alarm System  
**PMI**—Preventive Maintenance Inspection  
**PMV**—Private Motor Vehicle  
**PNAF**—Primary Nuclear Airlift Force  
**POFZ**—Precision Obstacle Free Zone  
**POV**—Privately Owned Vehicle  
**PPR**—Prior Permission Required  
**PTD**—Pilot to Dispatch  
**RAPCON**—Radar Approach Control  
**RCR**—Runway Condition Reading  
**RSC**—Runway Surface Condition  
**RSRS**—Reduced Same Runway Separation  
**RWY**—Runway  
**SCN**—Secondary Crash Net  
**SOF**—Supervisor of Flying  
**TA**—Transient Alert

**TACAN**—Tactical Air Navigation

**TDY**—Temporary Duty

**TERPS**—Terminal Instrument Procedures

**UHF**—Ultra-High Frequency

**VFR**—Visual Flight Rules

**VHF**—Very High Frequency

**VMC**—Visual Meteorological Conditions

**VOR**—VHF Omni-direction Radio-range

**VORTAC**—VOR/Tactical Aircraft Control

**WX**—Weather

### *Terms*

**Abandoned Vehicle**—Vehicle left on airfield without a driver and is not defined as an unattended vehicle.

**Altitude**—All altitudes, except those referring to cloud height and weather, are MSL unless otherwise indicated.

**Airfield**—The area immediately to the east of the chain-link fence. The airfield area is designated as a controlled area for security purposes.

**Distance**—All distances, except when describing visibility, are in nautical miles unless otherwise specified. Visibility distances will be expressed in statute miles or hundreds of feet.

**Hazardous Cargo**—Explosive, toxic, caustic, nuclear, combustible, flammable, biological, infectious, or poisonous materials that may directly endanger human life or property if mishandled or involved in an accident.

**Hot Gun**—Any system, which has been charged and armed, that firing of the mechanism is possible from the interior of the aircraft.

**Headings**—All headings are magnetic.

**Hung ordnance (LIVE or INERT)**—Weapon(s) that does not separate from the aircraft after an attempted release and is considered an Unsafe Weapons Condition. An attempted release occurs when the aircraft issues a release pulse in either automatic or manual mode with all switches positioned correctly.

Hung live or inert weapon will be considered an emergency situation. Hung ordnance definition/procedures are located at para 6.8.

**The ILS Critical Area Hold Position**—Two horizontal yellow solid lines perpendicularly connected by pairs of solid yellow lines. ILS Critical Area Hold Lines are located on the Echo Taxiway. These critical areas along Perimeter Road are protected by STOP signs. No equipment or vehicles are authorized beyond these lines or signs without direct authorization from the Control Tower regardless of current weather conditions.

**Instrument Hold line**—Two horizontal yellow solid lines perpendicularly connected by pairs of solid yellow lines with “INST” on the runway side of the line. A designated boundary intended to protect the runway environment. Found at the point where a taxiway and runway intersect. Instrument hold line is marked in retro-reflective yellow paint. Activated when ILS critical areas weather minimums are reached. ILS Critical Area Hold Line is located on Taxiway Echo 1.

**Low Approach**—An approach over an airport or runway following an instrument or VFR approach, including the go around maneuver where the pilot intentionally does not make contact with the runway.

**Missed Approach**—A maneuver conducted by a pilot when an instrument approach cannot be completed to a landing. The route of flight and altitude are shown on instrument approach procedure charts. A pilot executing a missed approach prior to a missed approach point (MAP) must continue along the final approach to the MAP. The pilot may climb immediately to the altitude specified in the missed approach procedure.

**Perimeter Road**—A road around the runway perimeter designed to connect the access roads.

**Runway Hold line** —A designated boundary intended to protect the runway environment. Found at the point where a taxiway and runway intersect.

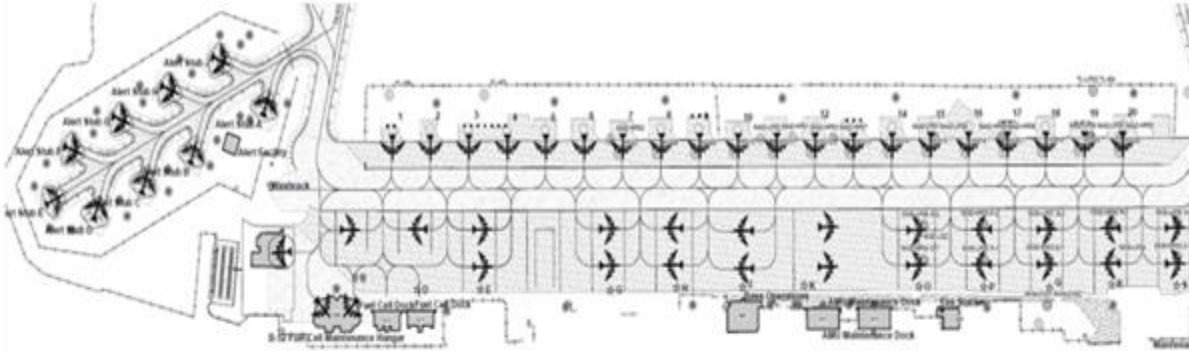
**Unsafe Gun**—A situation in which an electrical or mechanical malfunction has occurred which may result in the inadvertent firing of the mechanism.

**Visual Approach**—An approach wherein an aircraft on an IFR flight plan, operating in VFR conditions.

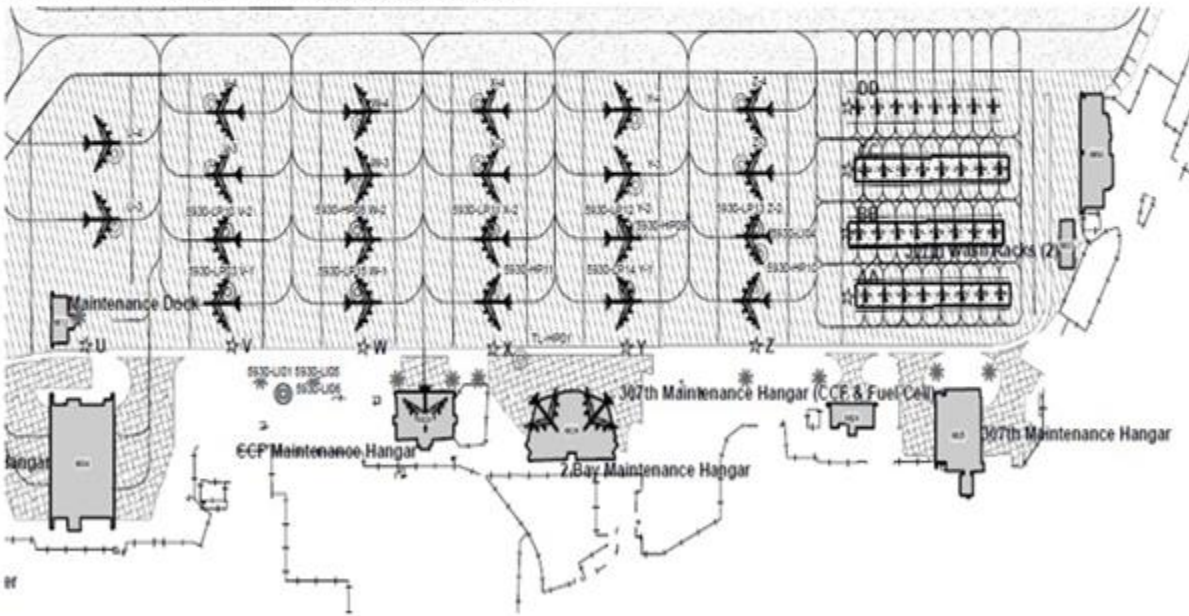


ATTACHMENT 3  
AIRCRAFT PARKING PLAN

Figure A3.1. Alert Aircraft Parking Sites 1-20 Rows Bravo-Sierra.



Continued Rows Uniform-Zulu/Sunshades



AA-DD

**ATTACHMENT 4****BARKSDALE AIR FORCE BASE AIRCRAFT CALLSIGNS**

20th Bomb Squadron: SKULL

49<sup>th</sup> Test and Evaluation Squadron: LOBO

93rd Bomb Squadron/11th Flying Training Unit: TUFF, SCALP, ROGUE

96th Bomb Squadron: DOOM

340th Weapons Squadron: WRATH, TITAN

343rd Bomb Squadron: CHAOS