BY ORDER OF THE COMMANDER
BARKSDALE AIR FORCE BASE

BARKSDALE AIR FORCE BASE
INSTRUCTION 11-250

24 OCTOBER 2024

Flying Operations

AIRFIELD OPERATIONS AND BASE FLYING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: This publication is available for downloading or ordering on the e-Publishing website at **www.e-Publishing.af.mil**

RELEASABILITY: There are no releasability restrictions on this publication

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OPR: 2OSS/OSA

Certified by: 2OSS/CC
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Supersedes: BARKSDALEAFBI11-250, 11 MAY 2018

Pages: 69

This instruction prescribes airport operations, air traffic control policies, and flying procedures established by the Barksdale Air Force Base (AFB) Airfield Operations Board. It applies to all units involved in flying operations or flying support activities at Barksdale AFB, including transient aircraft and any units assigned to the Air National Guard or Air Force Reserves. This BAFBI may not be supplemented. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, **Table 1.1** for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority or to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction (AFI) 33-322, *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/afrims/afrims**. 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 (AFIMPT) DAF Form 847, *Recommendation for Change of Publication*; route DAF Form 847s from the field through the appropriate functional chain of command.

SUMMARY OF CHANGES

This document has been substantially revised to meet the requirements of daily operations as well as comply with updated guidance. A complete review of this document is required to ensure compliance. Several of these changes are minor and relate to grammatical and acronym updates. Summary of major changes and additions includes aircraft towing procedures, the inclusion of the daily airfield sweeping schedule, Airfield Operations Board membership, aircraft priorities, airfield hours and after-hours coordination requirements, Airfield construction requirements and procedures, Civil Engineering response requirements, Quiet Hour request and alterations requirements, sUAS operations and requirements, additional guidance for airfield equipment emergencies, and several corrections to match other base regulations and procedures. A margin bar (|) indicates newly revised material.

Chapter 1

INTRODUCTION

1.1. Overview. This instruction serves 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 (AFB). The term "local aircraft" used throughout this instruction refers to all United States Air Force (USAF) and Air Force Global Strike Command (AFGSC) aircraft assigned to, or operated by, the 2d Bomb Wing (BW), 49th Test and Evaluation Squadron (TES), and the 340th Weapons Squadron (WPS). In addition, Air Force Reserve Command (AFRC) aircraft assigned to the 307 BW are designated as "local aircraft."

1.2. Temporary Duty (TDY) Operations. Aircrews attending formal flying training courses and/or flying supporting a host unit are considered local aircrews. TDY units will operate in accordance with (IAW) an established Letter of Agreement (LOA).

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, AFGSC, and Federal Aviation Administration (FAA) directives.

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

Chapter 2

GENERAL INFORMATION

2.1. Runway and Taxiways.

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

2.1.2. Taxiways. Taxiway Alpha is 350’ wide at the hammerheads and Taxiway Delta is 360’ wide. The remainder of Taxiway Alpha is 150’ wide, and Taxiway Delta is 75’ wide. Taxiways Bravo and Charlie are 100’ wide, while Taxiways Echo 1 and Echo 2 are both 75’ wide. Additionally, Taxiway Echo is 5000’ x 150’. Taxiways Echo and Echo 1 are unlit and only to be used during daytime/Visual Flight Rules (VFR) conditions. If Taxiway Echo is requested for exercise or emergency use during 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 unlit; B-52s cannot use Taxiway Charlie due to inadequate taxiway shoulder width.

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

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

2.1.5. Intersection Departures. Barksdale 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 at Taxiway Bravo – 5,750’, Runway 33 at Taxiway Bravo – 5,950’, and Runway 33 at Taxiway Charlie – 10,100’.

2.1.6. Permanently Closed or Unusable Portions of the Airfield. Aeroclub Apron, Aerospace Ground Equipment (AGE) yard between Echo and Golf rows, Site 21, Nose Docks 5 and 6, tow way leading to Hangar 6824, and AA row in the sunshades (area may be reopened if needed to support large operations).

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 Joint Order (JO) 7110.65, *Air Traffic Control*. The calm wind runway is Runway 15.

2.2.2. Upon changing runways, ATCT shall notify the following base agencies: Supervisor of Flying (SOF), Command Post (CP), Maintenance Operations Control Center (MOCC), Base Weather Flight (OSW), Airfield Management Operations (AMOPS) and Fire Department (FD).

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

2.3.1. CMA. The CMA at Barksdale AFB includes the runway, overruns, and all areas within 100’ of the runway/overrun edge. It also includes the Instrument Landing System (ILS) critical area for the Runway 33 Glideslope, located in the Southeast corner of the airfield, as well as the critical area of the Runway 15 glideslope, located between the VFR hold line and the instrument hold line located on Taxiway Echo 1 (see **Figure 2.2**.). Refer to the ADI for information regarding activation of the ILS Critical Area as part of the CMA. Specific approval for entry into the CMA must be obtained from the ATCT utilizing the Tower Net.

2.3.2. Operating Within the CMA. 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 always maintain two-way radio communications with the ATCT. Approved vehicle call signs for Barksdale AFB are listed in the Airfield Driving Instruction (ADI).

2.3.2.1. When an individual experiences a loss of radio communication with the ATCT, light gun signals will be utilized to provide instructions.

2.3.2.2. If ATCT is unable to effectively utilize light gun signals, they will flash the runway lights, signaling for all vehicles to vacate the runway immediately.

2.3.2.3. If ATCT is unable to contact an individual who loses radio communication and alternate methods are unsuccessful, they will contact AMOPS to respond to the individual to escort them out of the CMA.

2.3.3. ILS Critical Area Protection. ILS critical areas are established around both the runway’s glideslope and localizer areas. The South glideslope critical area is interrupted by a section of Perimeter Road. Signage marks the boundaries of the critical areas when approached from Perimeter Road.

2.3.4. Airfield Closures. Refer to the ADI 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 (HIRL) Approach Lighting System with Sequenced Flashing Lights (ALSF-1) and Precision Approach Path Indicators (PAPI). The distance between the Runway 15 threshold lights, pre-threshold lights, and the terminating bar light stations is 128’ between each station (normal configuration is 100’ between each light station).

2.4.2. 2d Civil Engineer Squadron (CES) airfield lighting/exterior electric shall:

2.4.2.1. Inspect and ensure the reliability of the airfield lighting system daily.

2.4.2.2. Review, sign, and date airfield lighting checks form located at the AMOPS counter daily, except for non-duty days and holidays. On the first duty day back, the airfield lighting will review the log and annotate “N/A” for any non-duty days or holidays for which a check was not completed.

2.4.3. AMOPS shall:

2.4.3.1. Perform daily airfield lighting checks after sunset. Note: During inclement weather and/or when the airfield is projected to close prior to sunset, all lighting systems may be checked during daylight hours. AMOPS will assess any airfield lighting outages for compliance or non-compliance with the AFFSA airfield lighting chart and follow any applicable notes or actions.

2.4.3.2. Submit applicable flight safety or local Notice to Air Mission (NOTAM) for outages, as required.

2.4.3.3. Notify CES Customer Service at 456-3071 of any NOTAM criteria outages. Relay to CES Customer Service representative that the outage is critical to flight safety, if applicable. Note: During non-duty hours, notify the Fire Department at 456-2642, who will, in turn, contact the on-call airfield electrician.

2.4.3.3.1. Due to the critical nature of the following lighting systems, any outages below allowed tolerances will be treated as an emergency work task requiring an immediate response from Airfield Lighting when the airfield is open:

2.4.3.3.1.1. All components of Runway 15 and 33 ASLF-1.

2.4.3.3.1.2. 10% of the runway edge lighting.

2.4.3.3.1.3. Any lighting system outage deemed appropriate by the Airfield Manager (AFM).

2.4.3.4. Annotate all discrepancies on the airfield lighting checks form.

2.4.3.5. Annotate the lighting check and any discrepancies on the AF Form 3616, *Daily Record of Facility Operation*.

2.4.3.6. Annotate on the AF Form 3616 when the airfield electricians check-in for the day or contact AMOPS in response to an outage during non-duty hours.

2.5. Aircraft Arresting Systems (AAS).

2.5.1. Barksdale AFB is equipped with a Barrier Arresting Kit (BAK). 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’ from the approach end of Runway 33.

2.5.3. The BAK-12 standard configuration is disconnected with the cable removed to the side of the runway. CES requires pre-notification of 15 minutes to configure the cable and successive engagements may be accomplished in 15-minute intervals.

2.5.4. Coordination procedures.

2.5.4.1. CES (power production) shall:

2.5.4.1.1. Notify AMOPS of all BAK-12 operations/maintenance, including when maintenance has begun or is complete. Notify ATCT of the purpose of runway access (i.e., daily inspection versus monthly preventative maintenance).

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

2.5.4.1.3. Coordinate annual certification with AMOPS NLT 60 days before certification expiration.

2.5.4.2. AMOPS shall:

2.5.4.2.1. Notify the ATCT of all BAK-12 AAS operations/maintenance being conducted.

2.5.4.2.2. Determine and publish appropriate NOTAM and process any Flight Information Publication (FLIP) changes, if required.

2.5.4.2.3. Request CES heavy repair to have a sweeper standing by for scheduled certification and practice engagements and to respond immediately for any emergency engagements.

2.5.4.2.4. Conduct a runway check and inspect cable tie-down tension before permitting the resumption of runway operations.

2.5.4.3. 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 FEET FROM THE DEPARTURE END OF RUNWAY 15/APPROACH END OF RUNWAY 33*."

2.6. Parking Plan/Restrictions.

2.6.1. Parking Plan. The airfield setup was built primarily for B-52 support.

2.6.1.1. Under optimal conditions, the Mass Aircraft Parking Apron (MAPA) can support 59 B-52s or heavy jets with wingspans less than 185'. The Alert Aircraft Parking Apron (AAPA) has nine stubs to support nine B-52s.

2.6.1.2. Aircraft with wingspans less than 57.6' 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. DVs can also be parked on R or S Rows for easier access to Hoban Hall events if requested.

2.6.1.5. C-5s or aircraft with wingspans greater than that of a B-52 (185') 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 V4, W4, X4, Y4, and Z4; Sites 1 through 16; alert stubs A-H and J.

2.6.2. The AFM serves as the point of contact for the development of the aircraft parking plan and will coordinate with Wing Safety (SE), Security Forces (SFS), and 2d Maintenance Group (MXG) representatives. CES produces the map of the aircraft parking plan for display

2.7. Operating Hours and Designated Airspace.

2.7.1. Airfield Operating Hours. Barksdale AFB aerodrome hours are Monday through Friday from 0700-0130L and Saturday and Sunday from 0900-1700L. The airfield will be closed on AFGSC Family Days and Federal holidays. Additionally, the airfield is approved to close on the last duty day of the week, normally Friday, after the last aircraft operation, but no earlier than 1700L. AMOPS and ATCT will be staffed IAW AFMAN 13-204 series guidance.

2.7.1.1. A NOTAM will be issued whenever the airfield is opened or closed outside of standard airfield operating hours. AMOPS will be available to file flight plans at 0600L Monday through Friday and 0800L on Saturday and Sunday.

2.7.1.2. Requested operations outside the published hours will be handled case by case. Unit commanders requesting airfield operations support outside of the published operating hours will coordinate with the 2d Operations Support Squadron Commander (OSS/CC) via the 2d and 307th Bomb Wing (BW) MXG and OG planning and scheduling (MOPS) process. If a requirement emerges after the MOPS process is complete, the requesting unit commander will request support from the 2d Operations Group Commander (OG/CC) as soon as possible.

2.7.1.3. Wing Plans and Programs, Protocol, and the Installation Deployment Officer will make every attempt to coordinate flight movements to be within the airfield operating hours. If a flight must occur before or after published operating hours, 2 OG/CC and AOF/CC will be notified as soon as possible.

2.7.1.4. 2 OSS/CC will ensure airfield availability during pre-planned night flights and ensure that the airfield remains open in support of higher headquarters-directed alert missions.

2.7.1.5. ATCT and AMOPS personnel will be on-call during airfield closure periods. On-call signifies that designated personnel must be in the local area and can open their respective facility within one hour of notification to support operations.

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

2.7.2.1. Area 1: Shreveport Downtown Airport (DTN) Tower – 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.

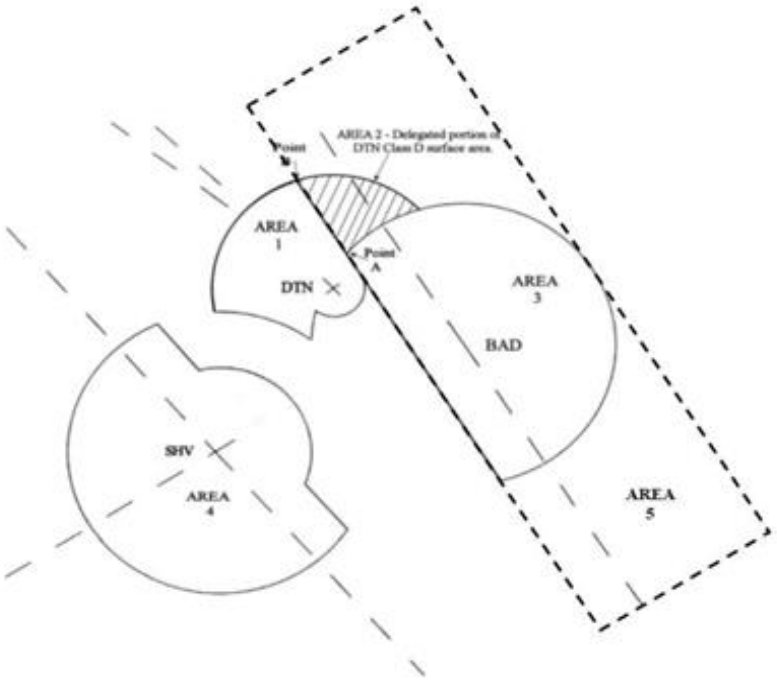
2.7.2.2. Area 2: Delegated portion of DTN class D surface area – that part of DTN Class D surface area which is northeast of a direct line between the following two intersecting points; “Point A” is 1.5 miles north northeast of DTN and the intersection of the Barksdale AFB’s 5-mile surface area and “Point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

2.7.2.3. Area 3: Barksdale AFB ATCT – 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 DTN 1.5-mile radius to the 5-mile boundary of the Barksdale Class C Surface Area.

2.7.2.4. Area 4: Shreveport Regional Airport (SHV) Tower – that airspace extending from the surface up to and including 2,000 MSL within 5 nautical miles west of SHV Runway 14/32, within 3 nautical miles east of SHV runway 14/32, and 1.5 nautical miles east of SHV Runway 14/32 between the 3 nautical mile and 5 nautical mile circles.

2.7.2.5. Area 5: Buff Box – that airspace extending upward from the surface up to and including 1,500 MSL within 1.5 nautical miles southwest of and parallel to Barksdale Runway 15/33, 5 nautical miles northeast of and parallel to Runway 15/33, 10 nautical miles southeast of the Runway 33 approach end and perpendicular to Runway 15/33.

Figure 2.1. Airspace Designations.



2.7.3. Class C Airspace Operations. The airspace surrounding Barksdale AFB and SHV is Class C Airspace.

2.7.3.1. Class C "Outer Area": That airspace extending out to a 20 nautical mile (NM) radius of Barksdale AFB and SHV and extending vertically from the lower limits of radar/radio coverage up to and including 12,000 MSL, excluding other Shreveport Radar Approach Control (RAPCON) Class C airspace and Barksdale AFB Class C tower surface area.

2.7.3.2. Shreveport RAPCON is the ATC facility providing service within the SHV/Barksdale AFB outer areas.

2.8. Local Frequencies/Channelization. The channels in **Table 2.1** may be used by ATC in lieu of frequencies for base-assigned B-52 aircraft operating in the local flying area:

Table 2.1. Local Frequencies and Channels.

Channel	Frequency	Agency/Use
1	228.328	11 BS
1	226.875	20 BS
1	228.275	96 BS
1	270.025	49 TES
1	379.4	93 BS
2	253.5	Barksdale Ground Control
3	278.3	Barksdale Local Control (Tower)
4	350.2	Shreveport Departure Control
5	346.25	Fort Worth ARTCC (MLU)
6	263.05	Fort 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. Airfield Systems and NOTAM monitoring.

2.9.1. Barksdale ATCT is designated as the airfield systems and NOTAM monitoring facility.

2.9.2. Airfield systems preventative maintenance (PM). Published PM times for Barksdale AFB NAVAIDs and equipment are as follows:

2.9.2.1. ILS: Tuesday and Thursday, 0500L-0800L.

2.9.2.2. Tactical Air Navigation (TACAN): Wednesday, 0500L-0800L.

2.9.2.3. If weather conditions or operational necessity prohibits PM, the AOF/CC will request alternate downtime from the 2 OG/CC.

2.9.3. Radar, Airfield and Weather Systems (RAWS) Auxiliary Generators. RAWS electrical power is considered reliable when auto start and automatic power transfer equipment is installed on RAWS equipment.

2.9.4. RAWS Generator Maintenance.

2.9.4.1. 2 CES Power Production (Power Pro) ensures adequate fuel levels and routine maintenance upkeep for all RAWS auxiliary power generators.

2.9.4.2. RAWS utilized by Barksdale AFB include the ILS (localizer and glideslope) for each runway, the TACAN, the FMQ-19, and the ATCT radios.

2.9.4.3. CES Power Pro will conduct periodic checks on the generators at least every 30 days. Any abnormalities or inoperable status of the generators will be reported to the ATCT WS.

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

2.11. ATIS Procedures.

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

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

2.12. Aircraft Special Operations Areas/Ramps.

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

2.12.1.1. Primary arming areas are Taxiways Alpha and Delta.

2.12.1.2. The alternate arming area is Taxiway Bravo.

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

2.12.1.4. The alternate de-arming area is Taxiway Alpha.

2.12.2. Engine Run Locations.

2.12.2.1. 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’ of clearance behind the aircraft, except for 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:

2.12.2.1.1. Aircraft backed into Sites 1-20.

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

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

2.12.2.1.4. 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. The spotter shall have an unobstructed view of the jet blast area.

2.12.2.2. B-52 aircraft are not allowed to conduct engine runs at greater than 85% power while parked in the AAPA except Stub H.

2.12.2.3. It is not typical for Barksdale AFB to have transient aircraft that would require restrictions for engine runs. Taxiway Alpha or Delta will be used if transient heavy aircraft require a high-powered engine run.

2.12.2.4. Before engine runs, MOCC shall coordinate with ATCT on the tower recorded line 318-456-2116 and inform the controller of the aircraft tail number, parking spot, number of engines, and what type of engine run. Before commencing an engine run (idle or above idle), maintenance personnel shall contact the ATCT on ground control frequency.

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

2.12.3. Aircraft Special Ground Operations Areas.

2.12.3.1. 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.

2.12.3.2. Drag Chute Recovery Procedures:

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

2.12.3.2.2. AMOPS will respond to all B-52 arrivals and conduct a FOD sweep of the runway and the taxiway/hammerhead used for B-52 recovery.

2.12.3.2.3. AMOPS shall advise TA or MOCC to recover the jettisoned drag chute. When available, TA will recover drag chutes. When TA is unavailable, MOCC will coordinate drag chute recovery.

2.12.3.2.4. AMOPS will verify the removal of all equipment (i.e., drag chutes) from the runway, taxiway, or hammerheads.

2.12.3.2.5. In the event mx personnel are delayed in recovering a drag chute (greater than 15 minutes), AMOPS will take the following actions:

2.12.3.2.5.1. Assess the area to determine the impact to aircraft operations.

2.12.3.2.5.2. Suspend aircraft operations for the impacted airfield surface, i.e., the drag chute is on the first hammerhead parking spot.

2.12.3.2.5.3. Notify ATC, MX, TA, and the Command Post of the suspended airfield surface.

2.12.3.2.5.4. Remain on the airfield at the location until the equipment has been removed.

2.12.3.2.5.5. Once equipment has been removed, conduct a FOD check of the area, and if no other issues are found, resume operations.

2.12.3.2.5.6. Notify ATC, MX, TA, and Command Post of the resumption of operations to the airfield surface.

2.12.3.2.5.7. If MX personnel do not respond to the area within 15 minutes of the airfield closing, AMOPS will NOTAM close the taxiway and/or hammerhead and document the closure on the shift change pass-over.

2.12.3.2.5.8. If a drag chute is not recovered within 3 hours, the AFM will report it to 2 MXG/FOD as a dropped object.

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

2.13. Aircraft Towing Procedures. Before towing, the MOCC shall notify ATCT and provide the current aircraft parking location and proposed tow location. MOCC shall relay any ATCT instructions to personnel towing aircraft.

2.13.1. Aircraft towing will be conducted in accordance with Airfield Driving procedures outlined in DAFI 13-213, *Airfield Driving,* and applicable Barksdale supplements.

2.13.1.1. **Taxi Operations.**

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

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

2.13.2. 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 MAPA 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’ 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).

2.13.2.1. No mobile objects shall be positioned between the two white lines that define the interior taxi lane during aircraft taxi.

2.13.3. AGE shall be stored on Site 21, F Row, and AA and BB Rows in the sunshades. AA and BB Rows will be cleared of AGE equipment as directed by the AFM. Additionally, Stub E in AAPA may be utilized for NAOC AGE storage.

2.13.3.1. AGE used for aircraft launch and recovery may not be staged on aircraft parking ramps longer than three hours before engine start and must be removed no later than three hours after departure.

2.13.3.1.1. Airfield Management will NOTAM close the surface if AGE is not removed within the abovementioned timelines.

2.13.3.2. AMOPS will conduct checks to ensure AGE is properly stored and coordinate correction of violations with MOCC or other appropriate agencies. Trends and recurring violations will be elevated and briefed to MXG/CC and OG/CC at the quarterly AOB.

2.14. Airfield Maintenance and Construction.

2.14.1. Airfield Construction. All proposed airfield construction projects and activities on the airfield will be coordinated through the AFM.

2.14.2. For airfield construction purposes, the airfield is defined as all areas and surfaces within the airfield security fence line.

2.14.3. Airfield construction is any work that will add to, remove from, or modify an existing airfield surface or facility outside of normal airfield maintenance activities.

2.14.4. Proposed construction projects and activities off the airfield that may affect aircraft operations and or navigable airspace must be coordinated with the AFM. Examples of this type of construction would be constructing multi-story facilities or construction activities within the Accident Potential Zones (APZ) north and south of the runway (i.e., range road, Industrial Gate) and crane operations on the installation.

2.14.5. Crane Operations. Any use of cranes during construction (both on and off the airfield) will comply with *Title 14, Code of Federal Regulations (CFR), Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace*. Contact the AFM for additional guidance.

2.14.5.1. Crane operations anticipated to exceed height limitations as defined in Title 14 CFR, Part 77 must be approved by the Federal Aviation Administration (FAA) through the Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) process.

2.14.5.2. The contractor for crane operations will be responsible for the coordination and submission of FAA Form 7460-1, *Notice of Proposed Construction or Alteration,* or 7460-2, *Supplemental Notice* (as applicable). Note: FAA requires that all forms pertaining to the OE/AAA process be submitted at least 45 days before beginning construction.

2.14.5.3. Crane operations on the installation will not be permitted until an OE/AAA report indicating approval is issued by the FAA. Exceptions will be if the crane is shielded IAW shielding requirements as specified in applicable FAA and USAF regulations.

2.14.5.4. The contractor and/or sponsoring agent will provide the 2 CES/CEN and the AFM with an approved OE/AAA report before starting crane operations. Additionally, the sponsor will provide a POC to the AFM.

2.14.5.5. The AFM will ensure the promulgation of all appropriate NOTAMS.

2.14.5.6. All approved crane operations on the installation must meet marking and lighting requirements as defined in Unified Facilities Criteria (UFC) 3-535-01, *Visual Air Navigation Facilities* and or FAA Advisory Circular (AC) 70/7460-1M, *Obstruction Marking and Lighting*, as appropriate.

2.14.5.7. Airfield Management will conduct periodic checks to ensure crane marking and lighting complies with all requirements. Discrepancies with crane marking and lighting will be relayed to the sponsoring agency for immediate corrective action.

2.14.6. Airfield Construction Process and Requirements. All Pre-Construction (Pre-Con) actions should be completed no later than 30 days before the expected start date to prevent delays in construction timelines. The AFM will only authorize construction if Pre-Con activities have been completed and coordinated and documentation is on file.

2.14.7. Pre-Con Meeting. The Contracting Officer (or designated representative) must work with the AFM to schedule a pre-Con meeting. Note: This requirement applies to all construction activities, including those under the Indefinite Demand Indefinite Quantity (IDIQ) and/or SABAR contracts.

2.14.7.1. At a minimum, the following agencies must be present during the pre-Con meeting. Contracting Officer and or Contracting Officer Representative (COR), AFM and or DAFM, sponsoring agent (i.e., 2 CES or 2 COMM), representatives from the Fire Department, Security Forces, Safety (Flight Safety, Ground or Occupational Safety, Weapons safety), Primary Contractor and any sub-contractors as required. Other agencies, such as aircraft maintenance 2 LRS, etc., may be invited to attend if the scope of work is projected to impact their operational areas.

2.14.7.2. Pre-Con meeting agenda. The Pre-Con agenda will include the Statement of Work (SOW) review of the Construction Phase Plan. They will address all applicable Airfield Construction Phasing and Safety Plan items.

2.14.8. All contract personnel with a valid need to drive on the airfield in performance of the SOW will meet all airfield driving training requirements IAW DAFI 13-213, *Airfield Driving,* and applicable Barksdale supplements. All contract vehicles will be registered with the Wing Airfield Driving Program Manager (WADPM) and issued a POV pass IAW DAFI 13-213.

2.14.9. All construction activities on the airfield require the coordination and approval of a Temporary Airfield Construction Waiver (TCW). The approval authority of the TCW is the installation commander. Note: Construction activities off the airfield that will impact aircraft operations and/or airspace requirements will require a TCW.

2.14.9.1. 2 CES/CEN is the designated OPR for all airfield waivers. All TCWs will include the following: AF Form 505, *Airfield and Airspace Waiver Request;* Maps, photos, or graphics illustrating proposed work location, laydown/storage areas, and haul routes; Project Information, including the Statement of Work (SOW); AF Form 4437, *Deliberate Risk Assessment*; Violation excerpts; Approved FAA OE/AAA report (if required). Note: Construction activities are not authorized until an approved TWC is on file with the AFM.

2.14.10. The contracting officer and or his or her representative and or 2 CES will inform the AFM at least 5 duty days before the start of construction. The AFM will publicize the pending construction and expected airfield and aircraft operations interruptions. Publication of the pending construction will be completed via Wing/Group scheduling meetings and NOTAMS.

2.14.11. A designated contract employee and/or representatives from 2 CES will check in and out of the airfield with Airfield Management daily.

2.14.12. The AFM and AMOPS personnel will inspect all construction sites (including haul routes and laydown yards (if established within the airfield boundary) daily. Personnel will perform random spot checks to verify compliance with the established construction safety plan. The AFM will notify the Contracting Officer and or COR of any discrepancies noted during these inspections and checks for corrective actions.

2.14.13. The Contracting Officer and/or COR will coordinate all changes or modifications to the SOW and/or Phase Plan with the AFM. Sufficient time should be allowed for the AFM to deconflict air operations with proposed changes.

2.14.14. Post-construction Activities. The AFM and the Contraction Officer will ensure that a post-construction inspection is conducted before the acceptance of any contract work.

2.14.14.1. Post-construction acceptance team members will, at a minimum, include the following: Contracting Officer and or COR, AFM and or DAFM, sponsoring agency, Wing Safety, Contractor, and/or sub-contractors if required. Additional agencies may attend the post-construction site inspection if needed or required.

2.14.14.2. Upon completion and the acceptance of new construction, the AFM and the Contracting Officer will ensure that all airfield POV passes issued to all contractors are returned to the WADPM. Note: This requirement does not apply to contractors assigned to the IDIQ and or SABAR contracts.

2.14.15. Airfield Maintenance. Activities necessary to continue a safe, efficient, and effective airfield. These activities do not add to, remove from, or modify existing airfield surfaces or facilities but rather repair or are preventative.

2.14.15.1. Personnel conducting airfield maintenance activities will check in and out of the airfield with Airfield Management before starting and immediately after completing daily activities.

2.14.16. Airfield Sweeping Operations.

2.14.16.1. CES/CEOH will conduct sweeping operations IAW the schedule outlined in this instruction and at the direction of Airfield Management.

2.14.16.2. All requests for sweeper support will be submitted to Airfield Management.

2.14.16.2.1. Upon receipt of a sweeper support request, Airfield Management will conduct a FOD check of the area to validate the request and will either close or restrict aircraft access to the location if necessary.

2.14.16.2.2. 2 CES/CEOH will respond to sweeper support requests submitted by Airfield Management within 30 minutes during the duty day (Monday – Friday, 0630 – 1600) and within 45 minutes for all after-hours support requests.

2.14.16.3. Airfield Management will relay all validated sweeper support requests to the Fire Department for stand-by sweeper support during non-duty hours. Stand-by sweeper requests will be limited to emergency requests only.

2.14.16.4. Upon completion of sweeping operations, the sweeper will remain on-site until Airfield Management has conducted a final FOD check and releases the sweeper.

2.14.16.5. Sweeping Schedule. 2 CES/CEOH will conduct daily sweeping operations IAW the below schedule:

Table 2.2. Daily Sweeper Schedule.

Day	Area
Monday	All taxiway areas (Alpha, Bravo, Delta, Echo taxiway system, and main parallel taxi lane), continuing east to the runway hold line, transient/DV areas and runway centerline
Tuesday	AAPA, H Row north to end of concrete, east to primary through taxi lane, and west to security boundary
Wednesday	W Row north to Q Row, east to primary through taxi lane, west to security boundary
Thursday	X Row south to end of concrete, east to primary peripheral taxiway, and west to security boundary
Friday	Sites 1 through 21

2.14.16.6. Mowing Operations. Airfield grounds will be managed and maintained IAW DAFI 91-212, Bird/wildlife Aircraft Strike Hazard (BASH) management program, BAFBI 91-212, and grounds maintenance service contracts.

2.14.16.6.1. Mower operators must contact AMOPS before conducting and upon completion of mowing operations. AMOPS will ensure the number of mowers and mowings locations are recorded on the daily events log, and that all data is passed on to ATCT.

2.15. Runway Surface Condition (RSC) and Runway Condition Reading (RCR) Values.

2.15.1. AMOPS will determine and report the RSC and RCR IAW published guidance.

2.15.2. AMOPS will publish RSC and RCR data IAW AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, AFMAN 13-204V2, T.O. 33-1-23, and this instruction.

2.15.2.1. At a minimum, AMOPS will disseminate RSC and RCR data to ATCT, OSW, and CP.

2.16. Procedures and Requirements for Conducting Runway Checks.

2.16.1. Airfield Inspections. Qualified AMOPS 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 IAW all applicable regulations and local procedures. AMOPS personnel will ensure that a runway check is accomplished before the first departure of the day if the runway portion of the daily airfield inspection has not been accomplished before the first departure of the day.

2.16.2. Airfield Checks. Airfield checks shall be conducted periodically throughout operating hours. All discrepancies will be annotated within the Command-and-Control Incident Management Emergency Response Application (C2IMERA). Complete an airfield check for the following reasons:

2.16.2.1. Lighting check after sunset (to include Runway 15 approach lights).

2.16.2.1.1. Lighting checks will be conducted during daylight hours when the airfield is projected to close before sunset.

2.16.2.2. Before the opening of the airfield and before the start of daily flying activities.

2.16.2.3. During and/or after high winds, heavy rains, or other significant weather events as determined by the AFM.

2.16.2.4. During times of construction on the airfield.

2.16.2.5. Before landing or departure of aircraft carrying hazardous cargo.

2.16.2.6. When requested by the SOF or ATCT.

2.16.2.7. When notified of in-flight emergencies (IFE)/ground emergencies (GE), unless not required by the SOF. For example, emergencies involving emergency fuel or aircrew physiological conditions.

2.16.2.8. When aircraft land with attempted flare/chaff release, confirmed hung weapons or unconfirmed weapons status.

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

2.16.2.10. When FOD or a dropped object is reported.

2.16.2.11. After each B-52 landing.

2.16.2.12. At the discretion of the AMOPS supervisor/shift lead.

2.17. Procedures for Opening and Closing the Runway.

2.17.1. AMOPS is the authority for opening and closing the runway, taxiways, and parking areas.

2.17.2. Before opening, AMOPS shall conduct an airfield inspection IAW AFMAN 13-204V2 and AM OI 13-204.

2.17.2.1. Upon completion of a runway check, AMOPS shall notify the ATCT of the runway status. AMOPS should report "*RUNWAY APPEARS FOD FREE, BWC* (status), *RSC/RCR* (condition)."

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

2.18. Procedures for Suspending Runway Operations.

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

2.18.1.1. 2 BW/CC.

2.18.1.2. 2 OG/CC.

2.18.1.3. SOF.

2.18.1.4. AMOPS.

2.18.1.5. ATCT WS.

2.18.2. All agencies with the authority to suspend runway operations will immediately notify AMOPS.

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

2.18.3.1. After the arrival of an IFE.

2.18.3.2. When aircraft or vehicles are disabled on the runway, runway overruns, or shoulders.

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

2.18.3.4. When FOD or a dropped object is reported or suspected on the runway.

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

2.18.3.6. When a situation arises that may be a hazard to flight, i.e., pavement damage or a runway incursion.

2.18.4. Procedures for resuming runway operations.

2.18.4.1. AMOPS shall perform a runway check following any runway closure or suspension of operations.

2.18.4.2. AMOPS shall inform the ATCT when airfield operations may be resumed.

2.19. Noise Abatement.

2.19.1. Noise abatement is the responsibility of all aircrews operating out of Barksdale AFB and all base agencies directly supporting flying operations.

2.19.1.1. IAW DAFI 35-108, *Public Affairs*, all official or unofficial complaints will be referred to the 2 BW Public Affairs (PA) office.

2.19.1.2. PA shall forward a copy of all complaints to the airspace manager for immediate action.

2.19.1.3. MOCC personnel will minimize aircraft engine runs from 2200L-0600L.

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

2.19.2. 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:

2.19.2.1. Level One:

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

2.19.2.1.2. No aircraft can taxi along the main parallel taxi lane.

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

2.19.2.2. Level Two:

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

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

2.19.2.2.3. No traffic pattern operations, including full-stops, without 2 OG/CC approvals.

2.19.2.3. Level Three:

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

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

2.19.2.3.3. Taxi and traffic pattern operations are authorized to include full-stop landings.

2.19.2.4. Level Four:

2.19.2.4.1. No primary mission aircraft will be parked within the designated quiet zone.

2.19.2.4.1.1. Spare aircraft may be positioned within the quiet zone. OG/CC approval will be required before the engine start if the spare aircraft is upgraded to mission aircraft.

2.19.2.4.2. Engine starts or runs within the quiet zone will require OG/CC approval.

2.19.2.4.3. Taxiing aircraft are not restricted.

2.19.3. Quiet hour requests. Quiet hour requests shall be coordinated with Wing Scheduling (OSO) at least two weeks in advance. Follow-up is required for short-notice requests. The request must state:

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

2.19.3.2. Date and time requested.

2.19.3.3. Ceremony/event being performed.

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

2.19.4.1. Affected Group Commanders

2.19.4.2. CP

2.19.4.3. AOF/CC (2 OSS/OSA)

2.19.4.4. Airfield Manager

2.19.5. Quiet Hour Alterations. The OG/CC reserves the right to rescind or alter any approved quiet zone based on operational requirements. Upon OG/CC approval of zone adjustments or cancellations, OSO shall contact:

2.19.5.1. Affected Group Commanders

2.19.5.2. CP

2.19.5.3. AOF/CC (2 OSS/OSA)

2.19.5.4. Airfield Manager

2.19.6. Quiet Hours NOTAM. AMOPS shall send a local NOTAM and notify local agencies.

2.19.7. Length of quiet hours. The time window for quiet hours requests should be minimized to the maximum extent possible (ideally, not to exceed 30 minutes). OSO should consider the effects of allowing departures and full-stop landings. Such exceptions should be included on the request in reference to the quiet hour level requested.

2.19.8. Early completion of the event. If the ceremony is completed before the expiration of the time window, the requesting agency shall notify SOF and AMOPS.

2.19.9. ATCT may authorize the first six local aircraft priorities listed to conduct operations IAW FAA JO 7110.65 during quiet hours but shall notify AMOPS immediately.

2.20. Procedures for Protecting Precision Approach Critical Areas.

2.20.1. Touchdown Area, ILS Critical Areas, and Precision Obstacle Free Zone (POFZ). These six areas must be avoided by taxiing aircraft and vehicles to avoid interference with the ILS signals and obstruction interference to landing aircraft. These areas are depicted in **Figure 2.2**.

2.20.2. 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 Perimeter Road.

2.20.2.1. 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.

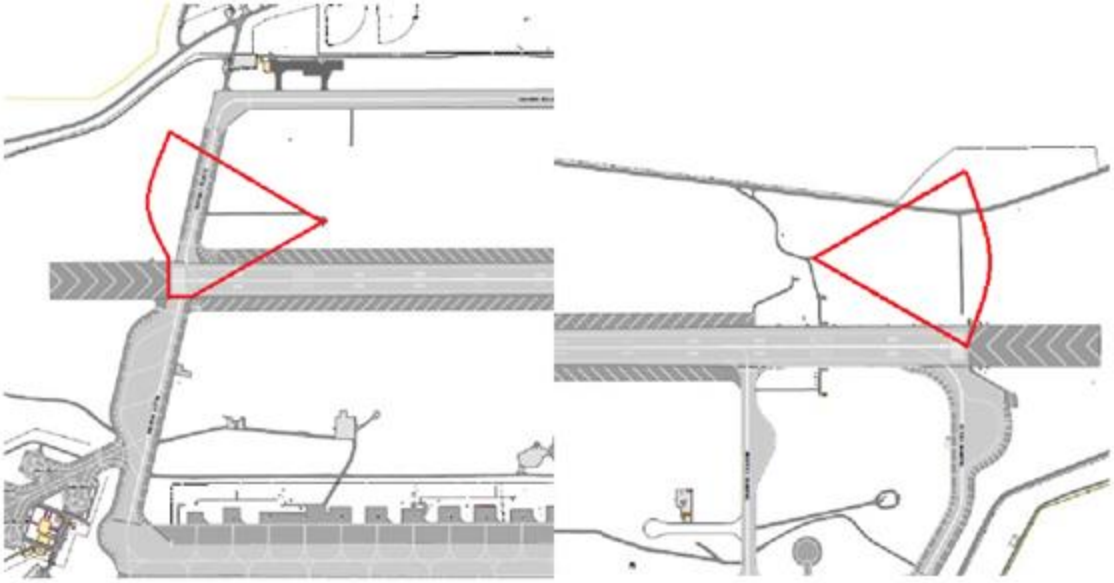
2.20.2.2. Glideslope Critical Areas. The glideslope antennas for both Runways 15 and 33 are located east of the runway.

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

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

2.20.3. POFZ. Ensure the POFZ is clear of traffic (aircraft or vehicles) when an aircraft on a vertically guided final approach is within 2 miles of the runway threshold, and the official weather observation indicates the ceiling is below 300’ or visibility is less than 3/4 SM to protect aircraft executing a missed approach. Only horizontal surfaces (e.g., the wings) can penetrate the POFZ, not vertical surfaces (e.g., fuselage or tail). Vehicles under 10’ in height, necessary for maintaining the airport and/or navigation facilities operating outside the movement area, are exempt.

Figure 2.2. ILS Critical Areas.



2.21. Aircraft Jacking.

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

2.21.1.1. Hangar 1 (Bldg 6604).

2.21.1.2. 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.

2.21.1.3. Dock 3 (Bldg 6214)

2.21.1.4. Dock 4 (Bldg 6215)

2.21.1.5. Additionally, two locations on the 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 Very High-Frequency Omni-Directional Range/Distance Measuring Equipment (VOR/DME) 050ºR to the Texarkana Very High-Frequency Omni-Directional Range Tactical Air Navigation (VORTAC).

3.1.1.2. Texarkana VORTAC 122ºR to the El Dorado VORTAC.

3.1.1.3. El Dorado VORTAC 136ºR to the Monroe VORTAC.

3.1.1.4. Monroe VORTAC 238ºR to the Lufkin VORTAC.

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

3.1.2. Local No Fly/Avoidance Areas.

3.1.2.1. Aircraft shall not overfly the AAPA IAW Department of Defense (DoD) Directive 5210.41.

3.1.2.2. Aircraft shall not fly VFR below 3,000 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. Veterans 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. Dogwood Park, Carriage Oaks, and Brookhaven Estates neighborhoods.

3.1.3.2. Louisiana Downs Racetrack.

3.1.4. The VFR rectangular pattern for heavy aircraft (**Figure 3.1** and **Figure 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 to 600 above ground level (AGL). The shaded area represents the normal VFR traffic pattern footprint for all local aircraft. The solid oval represents normal heavy-type aircraft no-wind VFR Traffic Pattern at light gross weights.

Figure 3.1. Standard Runway 15 VFR Traffic Pattern and Local Avoidance Areas.

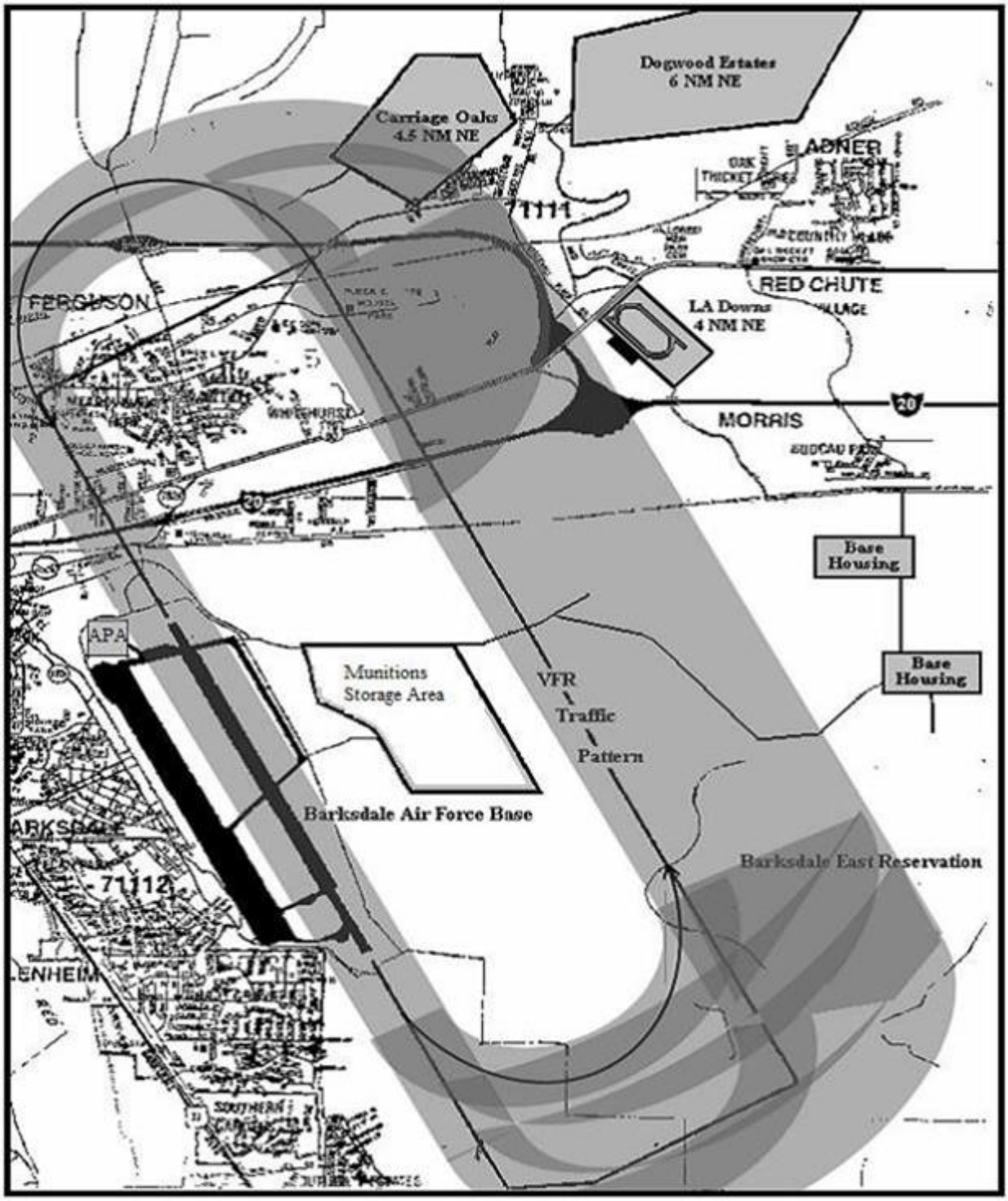
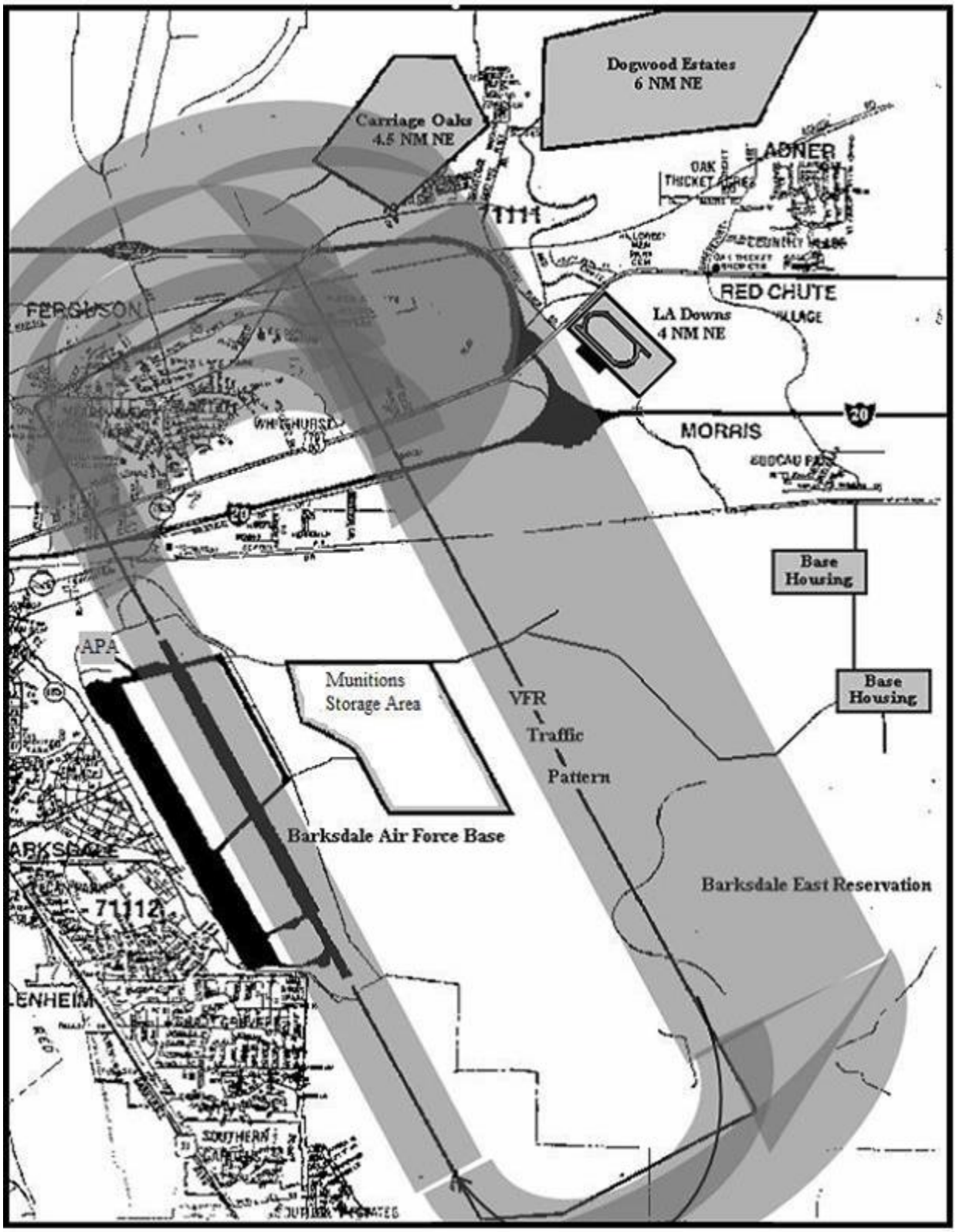


Figure 3.2. Standard Runway 33 VFR Traffic Pattern and Local Avoidance Areas.



3.2. VFR Training Areas.

3.2.1. There are no designated VFR Training Areas within Barksdale AFB's airspace.

3.3. Military Operations Areas (MOA).

3.3.1. Units shall coordinate with the appropriate controlling agency for MOAs not owned or controlled by Barksdale AFB agencies.

3.4. Use of Regional Airport.

3.4.1. To relieve traffic pattern congestion at Barksdale AFB, aircrews may utilize SHV between the hours of 0800L and 2200L for practice approaches IAW AFI 11-2B-52 V3, *B-52 Operations Procedures*, BAFB SUP1/307WG SUP1, *Operations Procedures*.

Chapter 4

VFR PROCEDURES

4.1. VFR Weather Minimums.

4.1.1. VFR Rectangular Pattern. The ceiling must be 1,700 MSL (1,500 AGL) or greater with at least 3 miles of visibility.

4.1.2. VFR Overhead Pattern. The ceiling must be 2,200 MSL (2,000 AGL) or greater with at least 3 miles of visibility.

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. Conventional/Rectangular/Heavy Jet Traffic Pattern (**Figure 3.1**) altitude is 1,200 MSL.

4.2.1.2. Helicopter pattern altitude is 700 MSL if entering from the east of the runway and 1,000 MSL if entering from the west.

4.2.1.3. 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.

4.2.1.4. If downwind spacing is insufficient, ATC shall direct and/or pilots may request a 180º turn followed by another 180º turn to follow the VFR traffic.

4.2.1.5. Pilots may be requested to fly a 360º turn when there is no other conflicting VFR traffic. This may be used to follow IFR traffic on final approach, expedite departures, or other sequencing matters.

4.2.1.6. ATCT may utilize other methods to provide sequencing at their discretion. Pilots shall maintain vigilance while operating in the VFR traffic pattern.

4.2.2. VFR Overhead Pattern (**Figure 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. Pattern altitude is 1,700 MSL for all aircraft unless otherwise requested.

4.2.2.2. Once the first element of a formation executes the break, each element will be considered a single aircraft.

4.2.2.3. Protection of the VFR Overhead Traffic Pattern.

4.2.2.3.1. When ceiling and visibility permit 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 MSL until reaching the departure end of the runway unless ATCT directs otherwise.

4.2.2.3.2. If the overhead traffic pattern is in use, ATCT shall instruct departing transient aircraft to "MAINTAIN AT OR BELOW ONE THOUSAND TWO HUNDRED FEET UNTIL DEPARTURE END."

4.2.2.4. Execute right turns from Runway 33 and left turns from Runway 15.

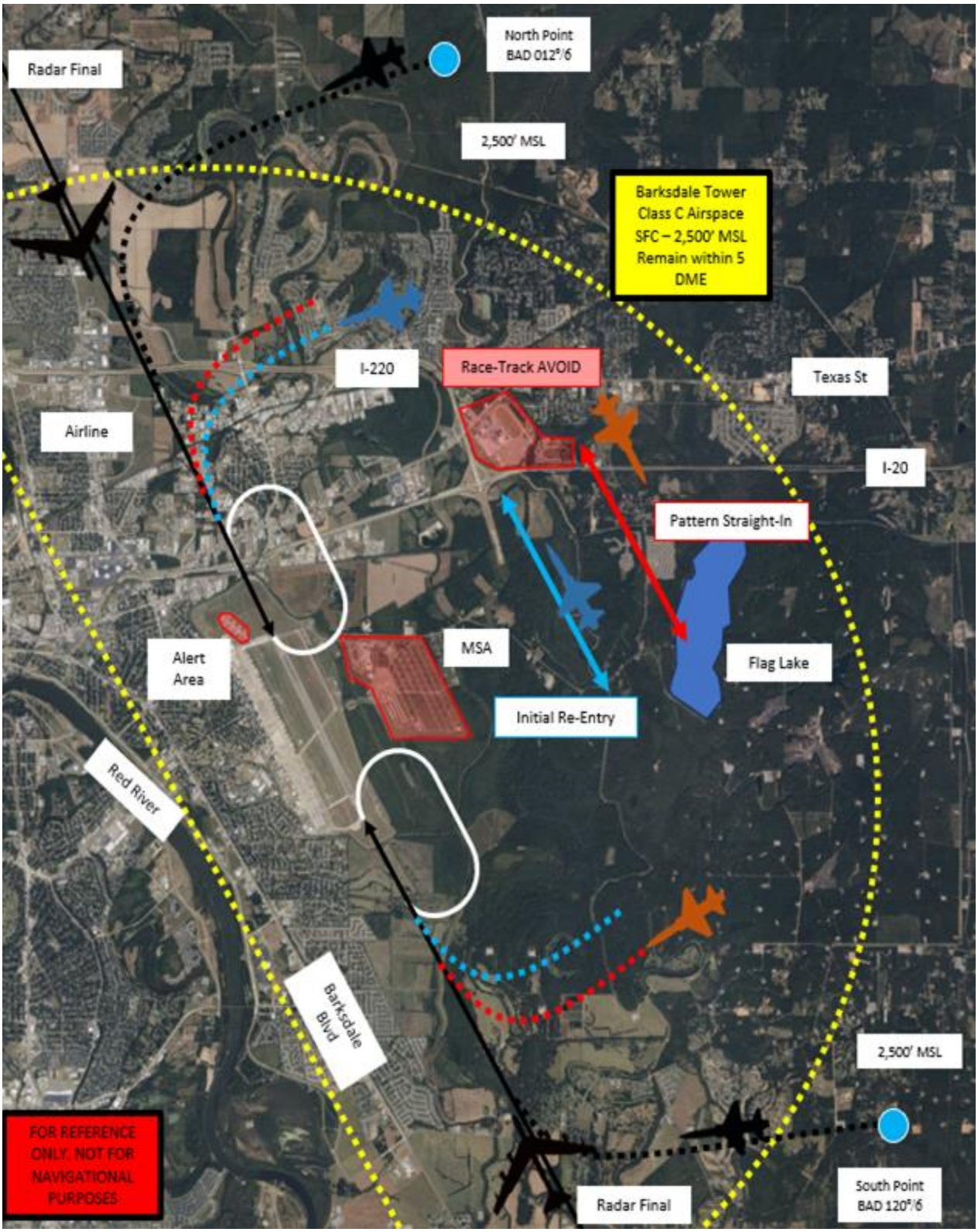
4.2.2.5. Say intentions when reporting initial (i.e., low approach, full stop, etc.).

4.2.2.6. Break within the first 2,500’ of the runway’s approach end unless ATCT extends or the pilot requests and is approved by the ATCT to do otherwise.

4.2.3. Simulated Flameout (SFO) procedures. SFO procedures are not authorized at Barksdale AFB.

4.2.4. Radio Communications. 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 requesting closed.

Figure 4.1. VFR Overhead Traffic Pattern.



4.3. Special Procedures.

4.3.1. FAA Flight Inspection Procedures.

4.3.1.1. Aircraft engaged in flight inspection 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 flight inspection is received from the FAA. Flight inspection operations require special coordination between ground personnel and RAPCON controllers and special procedures such as opposite-direction approaches.

4.3.1.3. When a flight inspection 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 flight inspection aircraft will inform the ATCT of degradations of NAVAID services during the flight inspection 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 ATCT Chief Controller (CCTLR) when the flight inspection aircraft is inbound and when the flight inspection is complete. If CCTLR is unavailable, notify the AOF/CC.

4.4. Tactical Arrival/Departure Procedures.

4.4.1. Barksdale AFB has no designated Tactical Arrival/Departure Procedures.

4.5. Reduced Same Runway Separation (RSRS) Procedures.

4.5.1. ATCT may only apply RSRS procedures to non-base assigned aircraft provided a signed agreement between units exists IAW AFMAN 11-202V3_AFGSCSUP, *Flight Operations*.

Chapter 5

IFR PROCEDURES

5.1. Radar Traffic Patterns.

5.1.1. B-52 IFR Local Flights. Limited instrument and transition training are 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 AGL and/or 1-mile visibility or less IAW AFI 11-2B-52V3 BAFBSUP. Pilots are responsible for securing authorization at the appropriate level before 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 MSL).

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

5.2. Availability and Restrictions of Surveillance and Precision Approaches.

5.2.1. Airport Surveillance Radar (ASR). ASR is available without limitations through SHV RAPCON. 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 the type of approach and landing.

5.2.4. IFR arrivals should 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 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."

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 before taxi.

5.3.2.2. VFR. Pilots shall request a squawk from ground control before taxi.

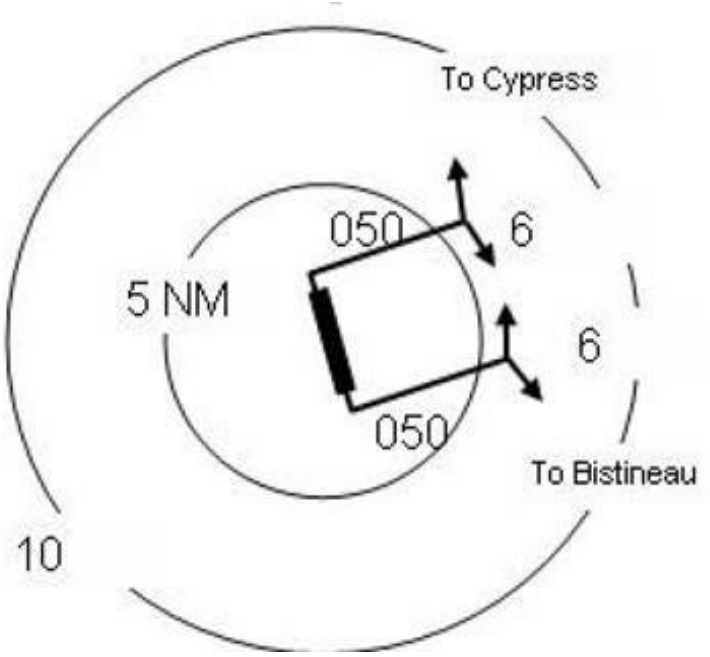
5.3.3. VFR Fighter Departures.

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 MSL. Do not exceed 1,200 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 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. 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. 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 advise of any approach lighting outage.

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

5.4.2. If advised that the approach lights are out, AMOPS will follow the AFFSA airfield lighting chart and local checklist. Additionally, AMOPS will:

5.4.2.1. Publish a NOTAM reflecting the approach lighting outage.

5.4.2.2. Notify airfield lighting personnel.

5.4.2.3. Notify AOF/CC.

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. 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. Request for radar vectors can be made with Shreveport RAPCON. IFR clearance is canceled upon entering the ATCT 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 0800-0830L daily and, as needed, on holidays when the airfield is open.

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

6.1.3. Activation of the SCN. AMOPS shall check the SCN daily between 0930-1000L daily and as needed, on holidays when the airfield is open.

6.1.4. The Alternate SCN shall be tested on the first Monday of each month after the SCN check.

6.1.5. Activate the SCN immediately following activation of the PCAS or as soon as practical.

6.1.6. 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 AFMAN 13-204V2 or at the direction of the Emergency Operations Center director (EOC) IAW BAFB Installation Emergency Management Plan, IEMP10-2.

6.2. Emergency Response Procedures.

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

6.2.2. Aircraft Emergencies or Mishaps on or off base.

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

6.2.3.1. Hijack/theft alerts.

6.2.3.2. Hot Brakes.

6.2.3.3. No Radio (NORDO) Arrivals.

6.2.3.4. Jettisoning of external stores.

6.2.3.5. Aircraft bomb threats.

6.2.3.6. Unauthorized aircraft landings.

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

6.2.3.8. ATCT evacuations.

6.2.3.9. When deemed necessary by the ATCT WS or the SOF.

6.2.4. 2 BW/CP notifications to the ATCT of a pending in-flight emergency is not an emergency declaration. The ATCT shall only activate the PCAS if the 2 BW/CP specifies they declare an emergency for the pilot.

6.2.5. PCAS Out of Service Procedures. If the PCAS is out of service, the ATCT shall relay emergency information to AMOPS, which, in turn, shall activate the SCN.

6.2.6. Emergency Information Received by Agencies other than the ATCT. Any base agency receiving information on an emergency aircraft condition or crash will obtain as much information as possible and relay it to the ATCT. If unable to reach ATCT, contact AMOPS.

6.2.7. Emergencies may be declared by:

6.2.7.1. The pilot.

6.2.7.2. The ATCT WS.

6.2.7.3. 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 to activate the PCAS.

6.2.8. On Scene Officials. The IC has operational control of the overall emergency response.

6.2.9. Prior to the emergency, the ATCT shall:

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

6.2.9.2. Aircraft identification and type.

6.2.9.3. Nature of emergency.

6.2.9.4. Pilot’s intentions.

6.2.9.5. Fuel remaining (in time).

6.2.9.6. Number of personnel on board.

6.2.9.7. Estimated landing time.

6.2.9.8. Hazardous cargo.

6.2.9.9. Any additional pertinent information.

6.2.10. Access to emergency aircraft for support vehicles is provided in accordance with the ADI.

6.2.11. The ATCT WS shall restrict aircraft movement, as necessary, to facilitate emergency vehicle response.

6.2.12. 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.

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

6.2.12.2. Incident Commander.

6.2.12.2.1. 2BW SOF, who in turn shall notify the 2 OG/CC (CHARLIE) and/or designated representative.

6.2.13. Initial Responders. The Fire Department and AMOPS are designated as the primary initial responders to all aircraft emergencies and airfield emergency situations. All responders shall request approval before accessing the runway.

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

6.2.15. The SOF has the authority to waive runway sweep for base-assigned aircraft following an emergency.

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

6.2.17. Termination of Emergencies.

6.2.17.1. The Incident Commander (IC) 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.

6.2.17.2. Only the IC may terminate an emergency.

6.2.17.3. The pilot should relay any emergency conditions and/or recommendations to the IC.

6.2.17.4. The ATCT shall relay the termination time to AMOPS for further dissemination. AMOPS will activate the SCN and relay termination time(s).

6.2.17.5. AMOPS 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 before 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 116ºR/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 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, pilots are authorized to dump fuel to reduce the aircraft's gross weight.

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. 2BW/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 on Runway 15, Taxiway Delta shall be used. If landing on 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 Procedures.

6.6.1. Bailout procedures will be conducted IAW standing Letter of Agreement between Barksdale AFB, Joint Regional Training Command (JRTC), Fort Johnson (formally Fort Polk), Shreveport RAPCON/ATCT, Natchitoches Sheriff and Kisatchie National Forest.

6.6.2. Once an Aircraft Commander deems the aircraft is unsafe to attempt a landing and needs to activate the Controlled Bailout Area:

6.6.2.1. Make intentions known to the controlling agency.

6.6.2.2. Advise the BAFB Supervisor of Flying (SOF).

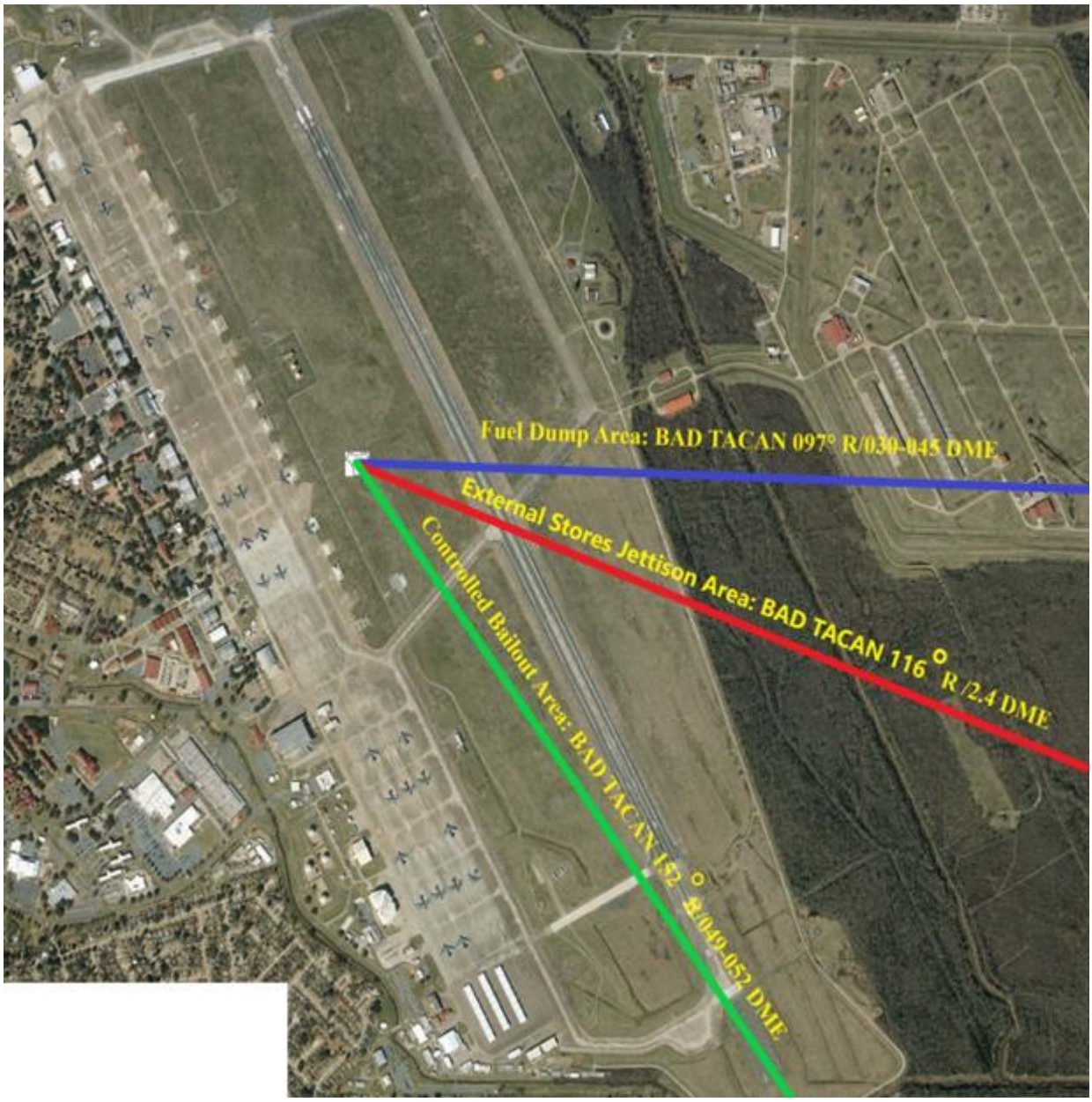
6.6.2.3. Contract Shreveport Approach (if not controlling agency) and make intentions known.

6.6.2.4. Proceed to the Controlled Bailout Area between the BAD TACAN 152°R/049 and 152°R/052 DME on 152° heading.

6.6.2.5. Climb or descend to stabilized at 8,000 MSL and decelerate to the minimum practical airspeed.

6.6.2.6. Aircrew should begin the bailout process at BAD TACAN 152°R/049 and complete the bailout process prior to BAD TACAN 152°R/052 to ensure the aircraft descends into the Designated Crash Area, minimizing collateral damage.

Figure 6.1. Emergency Jettison Areas.



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

6.7.1. Operational Ground Testing. ELT operational ground testing 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, the point of strongest signal, and signal duration.

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. AMOPS 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, TA, and MOCC after normal duty hours to initiate a search of the airport for the 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, MOCC, 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 and inform AMOPS of progress.

6.8. Hung Ordnance Procedures:

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. If 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. 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 a 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 120º. If a 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 120º 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 MOCC will notify the ATCT and IC 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 before 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, immediately notify 2 CE Explosive Ordinance Disposal (EOD) . 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.

6.9.1.1.3. Barksdale ATCT does not have an alternate location from which controllers will issue instructions to aircraft. Control authority will be returned/delegated to SHV RAPCON directly prior to vacating the facility.

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 the evacuation by 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 before 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.

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: **"*AMOPS PERSONNEL ARE EVACUATING DUE TO (REASON). AMOPS WILL CONTACT ALL AGENCIES VIA A SECONDARY BACK-UP LINE UPON ARRIVAL AT OUR RELOCATION SITE*."**

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

6.10. Aircraft Arresting System (AAS) Engagement.

6.10.1. Any engagement of the AAS will be considered an emergency unless for the purposes of certification.

6.10.2. Upon request for the barrier, ATCT shall

6.10.2.1. Activate the PCAS.

6.10.2.2. Issue notice to aircraft when AAS is rigged for engagement.

6.10.2.3. 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 FEET FROM THE DEPARTURE END OF RUNWAY 15/APPROACH END OF RUNWAY 33*."

6.10.2.4. Suspend runway operations upon barrier engagement.

6.10.3. Upon barrier engagement by aircraft, AMOPS shall

6.10.3.1. Conduct Airfield Check for FOD and potential damage to pavement.

6.10.3.2. Resume runway operations if safe conditions exist.

6.10.4. AAS response times

6.10.4.1. The expected response time for rigging Monday-Friday is 15 minutes.

6.10.4.2. The expected response time for rigging Saturday-Sunday is 45 minutes.

6.10.4.3. The expected response time for de-rigging, including after engagement is 15 minutes.

6.10.4.4. After the engagement, the expected delay to re-rig and certify the barrier for additional engagements is 20 minutes. The IC will advise ATCT if this time will be exceeded.

6.10.4.5. Any delays to the above response times will be coordinated from the IC to ATCT.

6.11. Other Emergency Procedures as Locally Determined.

6.11.1. Unlawful Seizure of Aircraft.

6.11.1.1. Base procedures are outlined in 2 BW IDP 31-10V2 Appendix 22 to Annex C. The ATCT responsibilities shall be performed IAW AFMAN 13-204V3 but are not limited to, the following:

6.11.1.2. Activate the PCAS.

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

6.11.1.4. Assist the IC by forwarding updated information and relaying any orders or instructions.

6.11.2. Bomb Threats to Airborne Aircraft.

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

6.11.2.1.1. ATCT and AMOPS.

6.11.2.1.2. EOD.

6.11.2.1.3. All other agencies as deemed appropriate.

6.11.2.2. The ATCT shall:

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

6.11.2.2.2. 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.

6.11.2.3. AMOPS shall:

6.11.2.3.1. Notify the Office of Emergency Management (2 CES/CEX).

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

6.11.3. 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.

6.11.4. 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 upwind 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.

6.11.4.1. 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.

6.11.4.2. ATCT personnel should advise the pilot to park into the wind for the safety of recovery personnel.

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 AFMAN 13-204V2.

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 before departure for international flights and one hour before departure for continental flights.

7.1.1.2. Faxed flight plan receipts 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** or **2OSS.OSAA.AirfieldManagement@us.af.mil**.

7.2. Flight Plan Changes.

7.2.1. Changes may be made to flight plans provided that AMOPS entered the flight plan into the system.

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

7.2.3. AMOPS shall advise the ATCT of 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 cannot be contacted.

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

7.2.5. Aircraft on the ground that have already started engines must notify ATCT.

Chapter 8

MISCELLANEOUS OPERATIONS

8.1. Airfield Operations Board (AOB) Membership. In accordance with (IAW) AFMAN 13-204V1 and AFMAN 13-204V2, 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 its support.

8.1.1. AOB membership is mandatory for the members listed in **Table 8.1**.

8.1.1.1. At least one designated representative from each listed agency must attend. If a specific person must attend, they must ensure an alternate can attend and speak on their behalf.

8.1.1.2. Attendees marked with an () are highly encouraged to attend.

Table 8.1. AOB Membership.

Airfield Operations Board Required Attendees	
2 Operations Group (2 OG/CC) - Chairman	340 Weapons Squadron (340 WPS)
2 Mission Support Group (2 MSG)	2 Operations Support Squadron (2 OSS)
2 Maintenance Group (2 MXG)	2 OSS Weather (2 OSS/OSW)
2 Operations Ground Stan/Eval (2 OG/OGV)	2 OSS Airfield Operations (2 OSS/OSA)
2 Bomb Wing Safety (2 BW/SE)	2 OSS Tower (2 OSS/OSAT)
2 Bomb Wing Command Post (2 BW/CP)	2 OSS Airfield Management (2 OSS/OSAA)
307 Bomb Wing (307 BW)	2 OSS Radar Airfield Weather Systems (2 OSS/OSAM)
20 Bomb Squadron (20 BS)	2 OSS Airspace Manager (2 OSS/OSO)
343 Bomb Squadron (343 BS)	2 Civil Engineering Squadron (2 CES)
11 Bomb Squadron (11 BS)	2 Communications Squadron (2 CS)
93 Bomb Squadron (93 BS)	SHV RAPCON*
96 Bomb Squadron (96 BS)	SHV ATM*
49 Test and Eval Squadron (49 TES)	

8.1.2. Annual Review Requirements.

8.1.2.1. The following topics will be briefed annual at the AOB during their respective quarter.

8.1.2.1.1. Topic quarters may change due to operation requirements or shifting timelines.

8.1.2.2. Self-Assessment Checklists (SAC) within Management Internal Control Toolkit.

8.1.2.2.1. Each section will run its checklists biannually at a minimum and lock them for validation before 30 September and 31 March or as directed for AOF/CC review. Non-compliant items will be briefed at the next AOB.

8.1.2.3. Letters of Procedure (LOP) index (Quarter 1).

8.1.2.3.1. Letters of Procedure will be reviewed annually according to a schedule created by the AOF/CC. Regardless of that review schedule, the AOF/CC will ensure that the LOP index is current and will post the current version on the AFGSC SharePoint before 1 March.

8.1.2.4. Air Installation Compatible Use Zone (Quarter 1).

8.1.2.5. Airfield Waiver Package (Quarter 3).

8.1.2.6. Annual Airfield Certification and Safety Inspection (Quarter 4).

8.1.2.7. Terminal Instrument Procedures (TERPS) (Quarter 2).

8.1.2.8. Aircraft Parking Plan (Quarter 4).

8.1.2.9. Airfield Projects (Quarter 3).

8.1.2.10. Special Interest Items (As needed).

8.1.2.11. Air Installation Compatible Use Zone (Quarter 1)

8.2. Notice to Airmen (NOTAMs) Procedures.

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

8.2.2. AMOPS 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. The TERPS Cell processes Procedural NOTAMs (V Series NOTAMs).

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 inquire about current waivers or to ask for guidance on applying for waivers.

8.5. Prior Permission Required (PPR) and Official Business Only (OBO) Procedures.

8.5.1. Barksdale AFB’s airfield is PPR at all times.

8.5.2. OBO procedures may be implemented at the discretion of the 2d Operations Group Commander (may be delegated to the 2 OSS Commander) with the AFM's recommendation. OBO restriction will only be used during events that require limiting aircraft arrivals to Barksdale, i.e., during Hurricane Evacuation events.

8.5.3. Refer to Instrument Flight Rules (IFR) Supplement for PPR and OBO 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. Before 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 must 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 TA. The AFM will make all attempts to segregate non-DoD aircraft from DoD aircraft.

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

8.7. Air Evacuation Aircraft Notification and Response Procedures.

8.7.1. AMOPS is the single agency that coordinates rescue protection notifications 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 the DV NOTIFICATION CHECKLIST and notify applicable base agencies, i.e., 2 BW, 8 AF, or AFGSC, of 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 a military installation does not service the departure station. Typically, DVs are parked in Juliet Row, in 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 the 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 MOCC. 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 requires 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 firefighting 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).

8.9.2.1.1. Aircraft shall be given progressive taxi instructions and should be taxied to Taxiway Echo. When Taxiway Echo is unavailable, 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 via 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 reestablishing communications, SHV RAPCON shall utilize locally generated checklist procedures, including backup radio systems, to reestablish 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 always remain within Barksdale AFB Class C surface area 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 complete the 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*.

8.17.2. Relay pilot reports (PIREPS) and controller observed weather elements to 2 OSS/OSW. 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 weather alert over the ramp net.

8.18. Airfield Snow Removal Operations. Barksdale AFB does not require a snow removal operations plan, and 2 CES does not own or maintain snow removal equipment to effectively conduct snow removal operations on the airfield.

8.18.1. AMOPS will maintain and utilize the Bowmonk friction measurement equipment for conducting and reporting RCRs.

8.18.1.1. AMOPS will publish RCR data IAW AFI 11-208, *Department of Defense Notice to Airmen (NOTAM) System*, AFMAN 13-204V2, and this instruction.

8.18.1.2. If future climatology studies change, a snow removal operations plan shall be developed.

8.18.1.3. Due to the lack of snow removal equipment, the AFM shall use available RCR data to make recommendations to the 2 OG/CC on restricting and or closing sections of the airfield up to and including closing the airfield.

8.18.1.4. If snowfall is of sufficient quantity to cover the runways, taxiways, and ramps; snow removal equipment is obtained by 2 CES; and the AFM has determined a snow removal requirement, the following areas will take priority:

8.18.1.4.1. Runway.

8.18.1.4.2. Entrance to AAPA and Alpha taxiway.

8.18.1.4.3. Delta taxiway.

8.18.1.4.4. Main parallel taxi lane.

8.18.1.4.5. Bravo taxiway.

8.18.1.4.6. POL yard.

8.18.1.4.7. Ramp parking rows J and K.

8.18.1.4.8. Remainder of the ramp as determined by AMOPS or the 2 OG/CC.

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

8.19.1. BASH Phases are outlined in BAFBI 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: The first Phase I period is between 1 December and 31 March. The second Phase I period is between 1 June and 30 August.

8.19.1.2. Phase 2: The first Phase II period is between 1 April and 31 May. The second Phase II period is between 1 September and 30 November.

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. Declaration authority for raising and lowering the BWC shall be IAW BAFB OI 91-212.

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 outside of the ATCT.

8.21. Airfield Environment.

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

8.21.2. Airfield Smoking Policy. DAFMAN 91-203, *Air Force Occupational Safety Fire and Health Standards*, governs the airfield smoking policy. Smoking is prohibited in aircraft maintenance facilities, flight line areas, and weapons storage and maintenance areas except where designated by the installation fire chief in coordination with the Maintenance Group commander or equivalent, Airfield Manager, and/or the functional manager.

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.

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

8.21.5. The aircraft commander can authorize members of his/her crew to take photographs of the airfield for official business, including, 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, call the ATCT on extension 2116 or over the radio, and advise of the planned detonation.

8.22.2. Before detonation, EOD personnel shall:

8.22.2.1. Obtain approval from the ATCT before detonation and advise of expected duration and affected altitude.

8.22.2.1.1. Obtain approval with SHV RAPCON when ATCT is closed at 318-747-8500.

8.22.2.2. Advise AMOPS and ATCT of termination.

8.22.2.3. Provide coordinates (degree, minute, second) for all detonations other than standard.

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 before 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. Combat Arms Training & Maintenance (CATM) Grenade Range. The CATM grenade range is located approximately 3,600ft east of the runway centerline abeam of taxiway Charlie.

8.23.1. IAW Unified Facilities Criteria (UFC) 4-179-02, *Air Force Ranges*, a Vertical Danger Zone (VDZ), and a Surface Danger Zone (SDZ) have been established to support the firing of 40mm grenades (both live and inert). The establishment of both the VDZ and SDZ infringe upon the Inner Horizontal Surface as defined IAW UFC 3-260-01, *Airfield and Heliport Planning and Design*. The infringement of Inner Horizontal Surface constitutes an obstruction to navigable airspace.

8.23.2. CATM personnel will notify AMOPS of planned training events requiring the activation of the 40mm range. Notification will include activation and termination times.

8.23.2.1. AMOPS will publish all applicable NOTAMs as determined by the AFM.

8.23.2.2. AMOPS will notify ATC of expected range activation and termination times.

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

8.24.1. Pilots shall only perform non-standard maneuvers or operations with prior approval from the ATCT.

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

8.24.3. 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.

8.25. Aircraft Compass Swing Site. An aircraft compass swing site is required for alignment after replacing critical compass components on the B-52. Current regulations for placing 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.

8.25.1. 2 MXG/AFETS will annually certify the site, currently located at Taxiway E, and provide documentation of this to the AFM and 2 MXG.

8.26. Civil use of Military Airfield Facilities.

8.26.1. Practice instrument approaches: Civil aircraft are authorized to use Barksdale Tower and other navigational aids to conduct practice approaches on a non-interference basis concerning military operations.

8.26.2. Civilian aircraft may only conduct low approaches at Barksdale unless DD form 2400, *Civil Aircraft Certificate* of Insurance; DD Form 2401, *Civil Aircraft Landing Permit*; and DD form 2402, *Civil Aircraft Hold Harmless Agreement* have been approved and are on file with the AFM IAW AFI 10-1001.

8.27. Aero Club. There is no Aero Club at Barksdale Air Force Base.

8.27.1. Aero Club aircraft from other installations requesting to utilize Barksdale Air Force Base will comply with AFI 10-1001 as appropriate.

8.28. UAS Operations.

8.28.1. No recreational use of sUAS (Part 101 operations) is authorized on base.

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

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

8.28.3. Commercial UAS operations (Part 107 operations) are not authorized on base except through the AFSOC routing process. Commercial UAS operations that are occurring in or around Barksdale's airspace are only allowed to be conducted by companies who have applied for and received approval for a Certificate of Authorization (COA) through the FAA's process, approval from the 2BW/CC and a letter of exception/waiver from AFSOC.

8.28.3.1. All commercial sUAS COA requests will be processed per FAA guidelines on the FAA.gov website.

8.28.3.2. The Airspace Manager and AOF/CC will coordinate all COA requests 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.

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

8.28.3.4. sUAS operations are not permitted during FPCON Charlie or Delta.

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

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

8.28.4. The same process does not govern the government's use of UAS. Any request to utilize government sUAS must be channeled through the Wing Commander and in accordance with AFMAN 11-502 *Small Unmanned Aircraft Systems*.

8.28.5. 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.

8.28.5.1. BDOC and Security Forces will initiate necessary action to deny and reject unauthorized sUAS flights in and around Barksdale AFB Airspace.

8.28.5.2. Security Forces will document the time, place, and details of flight activity on AF IM 1168.

8.28.5.3. Security Forces will verify if sUAS is equipped with a camera and verify that the operator has obtained permission to photograph the installation.

8.28.6. Security forces will respond to any suspicious or unauthorized sUAS that lands, crashes, or is discovered on the installation. All sUAS will be treated as a potential safety hazard or threat until deemed otherwise.

8.28.6.1. BDOC will notify ATC, S2, and AFOSI Det 812.

8.28.6.2. Security Forces will cordon off the area.

8.28.6.3. Security Forces will notify EOD.

8.28.6.4. BDOC will notify additional agencies and ensure appropriate checklists are completed.

8.28.6.4.1. ATC will notify aircrews of the situation and ensure aircraft are diverted from the area of interest to prevent the possibility of a collision.

8.28.6.4.2. Airfield Operations will coordinate with MOC and other agencies to ensure resources and vital equipment are removed from the cordoned area.

MICHAEL D. MAGINNESS, Colonel, USAF
Commander, 2d Bomb Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 10-1001, *Civil Aircraft Landing Permits*, 23 August 2018

AFI 11-2B-52 V3, *B-52 Operations Procedures,* 13 December 2017

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Abbreviations and Acronyms

AAPA—Alert Aircraft Parking Apron

AAS—Aircraft Arresting System

ADI—Airfield Driving Instruction

AFB—Air Force Base

AFFSA—Air Force Flight Standards Agency

AFGSC—Air Force Global Strike Command

AFIMPT—Air Force Information Management Publishing Tool

AFM—Airfield Manager

AFRC—Air Force Reserve Command

AGE—Aerospace Ground Equipment

AGL—Above Ground Level

ALSF-1—Approach Lighting System with Sequenced Flashing Lights

AMOPS—Airfield Management Operations

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ARTCC—Air Route Traffic Control Center

ASR—Airport Surveillance Radar

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

ATIS—Automatic Terminal Information Service

BAK—Barrier Arresting Kit

BW—Bomb Wing

C2IMERA—Command and Control Incident Management Emergency Response Application

CC—Commander

CCLTR—Chief Controller

CES—Civil Engineer Squadron

CMA—Controlled Movement Area

CP—Command Post

DME—Distance Measuring Equipment

DoD—Department of Defense

DTN—Shreveport Downtown Airport

DV—Distinguished Visitor

FAA—Federal Aviation Administration

FD—Fire Department

FOD—Foreign Object Damage

FLIP—Flight Information Publication

GE—Ground Emergency

HIRL—High Intensity Runway Light

IAW—In Accordance With

IFE—In-flight Emergency

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

JO—Joint Order

LOA—Letter of Agreement

MAPA—Mass Aircraft Parking Apron

MOA—Military Operations Area

MOCC—Maintenance Operations Control Center

MSL—Mean Sea Level

MXG—Maintenance Group

NAOC—National Airborne Operations Center

NAVAID—Navigational Aid

NM—Nautical Mile

NOTAM—Notice to Airmen

OG—Operations Group

OSO—Wing Scheduling

OSS—Operations Support Squadron

OSW—Base Weather Flight

PA—Public Affairs

PAPI—Precision Approach Path Indicator

PMI—Preventative Maintenance Inspection

POFZ—Precision Obstacle Free Zone

RAPCON—Radar Approach Control

RAWS—Radar, Airfield and Weather Systems

RCR—Runway Condition Reading

RSC—Runway Surface Condition

SE—Wing Safety

SFO—Simulated Flameout

SFS—Security Forces Squadron

SHV—Shreveport Regional Airport

SOF—Supervisor of Flying

SM—Statute Mile

TA—Transient Alert

TACAMO—Take Charge and Move Out

TACAN—Tactical Air Navigation

TDY—Temporary Duty

TES—Test and Evaluation Squadron

UFC—Unified Facilities Criteria

USAF—United States Air Force

VFR—Visual Flight Rules

VOR—Very High Frequency Omni-Directional Range

VORTAC—Very High Frequency Omni-Directional Range Tactical Air Navigation

WPS—Weapons Squadron

WS—Watch Supervisor

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.

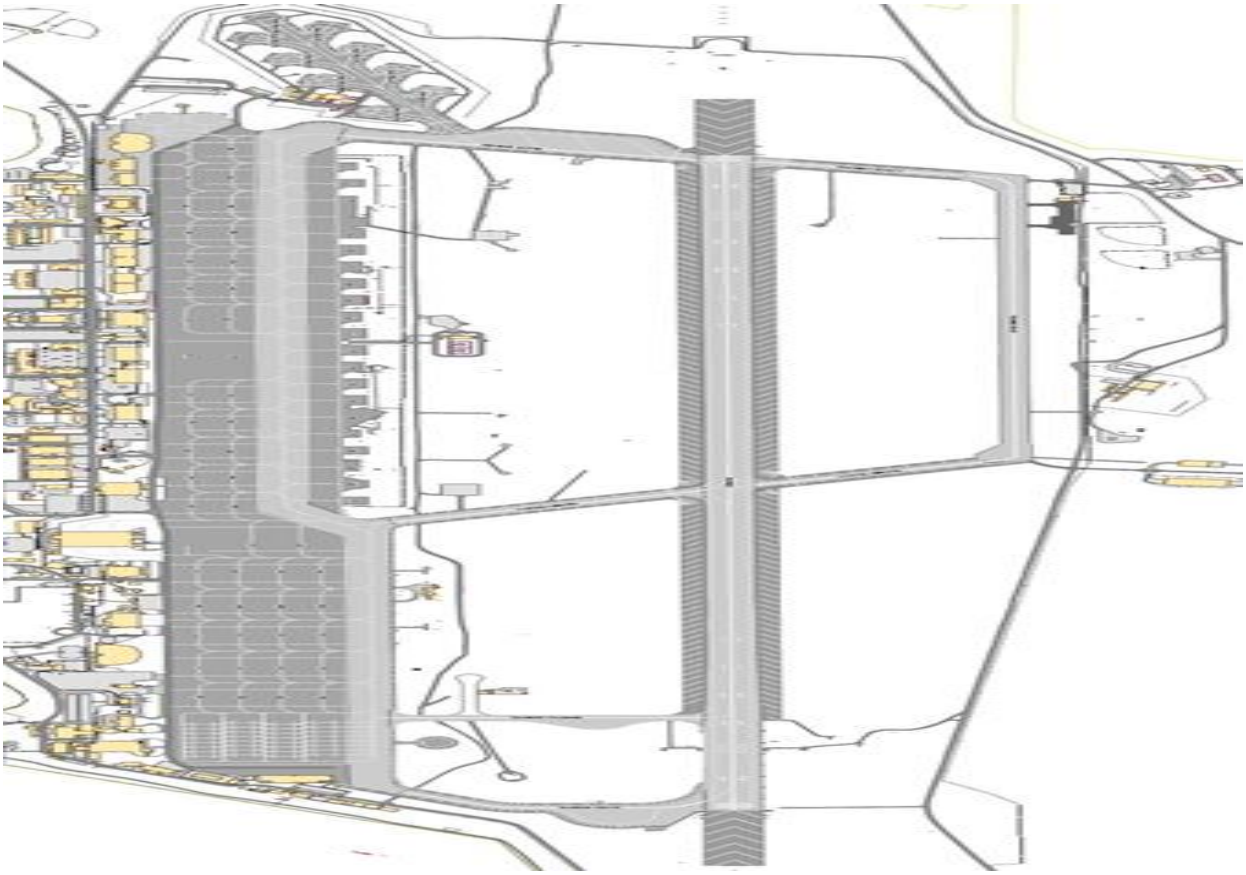
Unsafe Gun—A situation in which an electrical or mechanical malfunction has occurred which may result in the inadvertent firing of the mechanism.

Visual Approach—An approach wherein an aircraft on an IFR flight plan conducts an approach utilizing visual references and remaining clear of clouds while in VFR conditions.

Attachment 2

AIRFIELD DIAGRAM

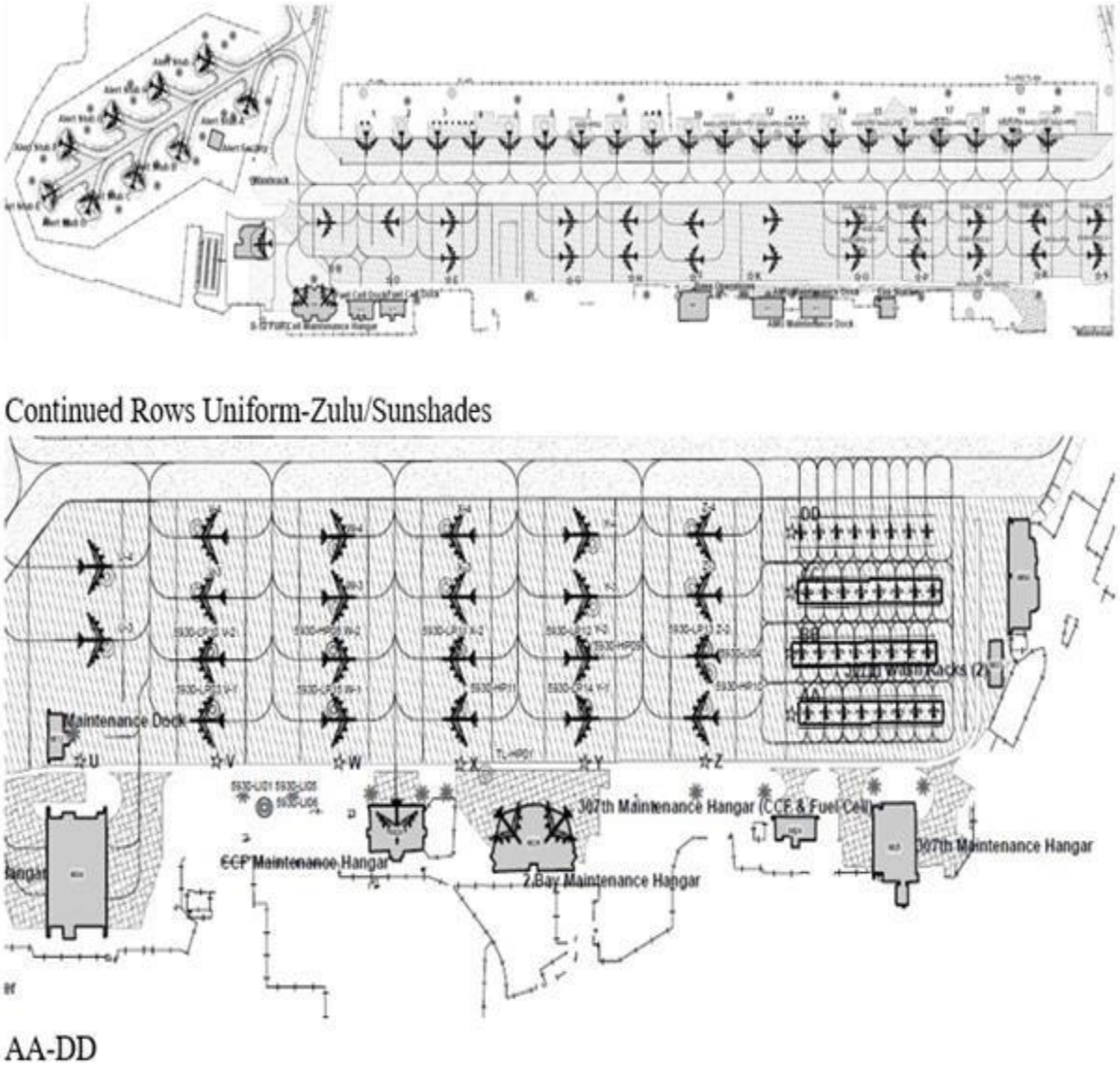
Figure A2.1. Airfield Diagram.



Attachment 3

AIRFIELD PARKING DIAGRAM

Figure A3.1. Airfield Parking Diagram.



Attachment 4

BARKSDALE AIR FORCE BASE AIRCRAFT CALLSIGNS

Figure A4.1. Barksdale Air Force Base Aircraft Callsigns.

20th Bomb Squadron: SKULL

49th 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: CHAOSx