

**BY ORDER OF THE COMMANDER
47TH FLYING TRAINING WING
(AETC)**

**LAUGHLIN AIR FORCE BASE
MANUAL**

13-204

24 SEPTEMBER 2025

Space, Missile, Command, and Control

AIRFIELD OPERATIONS



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.

OPR: 47 OSS/OSA

Certified by: 47 OG/CC
(Colonel Joseph D. McCane)

Supersedes: LAUGHLINAFBI 13-204, 31 January 2020

Pages: 144

This publication implements Air Force Policy Directive 13-2, *Air Traffic Control, Airfield, Aerospace, and Range Management*. It applies to Air Force Reserve Command (AFRC) Units. This publication does not apply to the Air National Guard (ANG). This publication contains information and directives pertaining to the operation of 47th Flying Training Wing (FTW) Airfield Operations Facilities (Airfield Management (AMOPS), Air Traffic Control (ATC), and RADAR, Airfield, and Weather Systems (RAWS)), Airfield Users (Laughlin assigned, tenant, and transient flying units, and support personnel that operate within the Airfield Environment), and users of Airspace under control of Laughlin Air Force Base. It implements the guidance from Air Force Manual (AFMAN) 13-204 v1, *Management of Airfield Operations*; Department of the Air Force (DAFMAN) 13-204 v3, *Air Traffic Control*; DAFMAN 13-204 v4 *RADAR, Airfield, and Weather Systems*; and DAFMAN 13-213, *Airfield Driving*. This publication is the source document for airfield and ATC operations. Individuals responsible for complying with this guidance should carefully review this volume. Ensure all records generated as a result of processes prescribed in this publication adhere to AFI 33-322, *Records Management and Information Governance Program*, and are disposed in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the DAF Form 847, route DAF Forms 847 from the field through the appropriate functional chain of command, 47th Operations Support Squadron, Airfield Operations Flight (47 OSS/OSA), 541 1st Street Suite 3, Laughlin Air Force Base (AFB), Texas (TX) 78843-5222. This

publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval.

SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed. Changes include updates to contingency and safety of flight scenarios, flight planning practices, and administrative updates throughout the document. Additional revisions have been made to this publication in accordance with (IAW) AETC guidance/standardization. Differences will exist from the LAFBI 13-204, 31 Jan 20 due to formatting and changes. Please ensure all documents that reference this publication are updated appropriately. All applicable Flight Crew Information Files (FCIFs) have been incorporated into this re-write/re-designation to better align with local operations. Additionally, numerous changes have been made to this regulation to better align with current practices. This regulation shall be reviewed in its entirety to ensure compliance.

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Chapter 1

GENERAL INFORMATION REGARDING AIRFIELD FACILITIES

1.1. General Information.

1.1.1. Clearance Limit Fixes and Visual References.

1.1.1.1. JUGHD (DLF (Laughlin VORTAC 3-Letter Identifier) 093/20): Instrument holding fix.

1.1.1.2. QWAIL (DLF 133/13): T-6 RADAR entry point for Runway (RWY) 13 at the Laughlin Auxiliary Airfield located approximately 1.5 Nautical Miles (NM) Northeast (NE) of the intersection of the pipeline and Ranch Road 693.

1.1.1.3. CRRTA (DLF 010/25): Instrument holding fix.

1.1.1.4. CREEK (DLF 163/6.5): T-6 RADAR entry point for RWY 31L at LAFB. Located over the Highway (Hwy) 277 Bridge at Sycamore Creek.

1.1.1.5. ZADOM (DLF 346/23): A point at the intersection of Hwy 277 and Hwy 377.

1.1.1.6. FORT CLARK (DLF 091/09): A point at the intersection of a dirt road and a railroad track, used as Visual Flight Rules (VFR) entry point for RWY 31R pattern.

1.1.1.7. OTULE (DLF 153/18): A point abeam the Mexican town of Jimenez beside the Rio Grande used as first direct routing on RIO-1 Procedure.

1.1.1.8. PANEE (DLF 133/25): T-6 RADAR entry point for RWY 31 at the Laughlin Auxiliary Airfield. Located approximately 1 NM NE of the intersection of the pipeline and Texas Road 131.

1.1.1.9. RIO (DLF 178/5.5): T-6 RADAR entry point for RWY 13R at Laughlin: West of Hwy 277, two parallel dirt roads located between ponds on each side of the dirt roads.

1.1.1.10. MINNM (DLF 162/09): A pond prior to the dirt road between Hwy 277 and a sharp bend in the Rio Grande River.

1.1.1.11. WEST FORK (DLF 356/09): A 90-degree bend in the western fork of Sycamore Creek used as VFR entry point for RWY 13L pattern.

1.1.1.12. MIKEL (DLF 054/14): Auto Instrument Flight Rules (IFR) cancellation point for RWY 31 NITE RYDER Procedure.

1.1.1.13. KITTT (DLF 028/14.5): Auto IFR cancellation point for RWY 13 NITE RYDER Procedure.

1.1.1.14. KNYTE (DLF 084/10): Auto frequency change fix for RWY 31 NITE RYDER Procedure.

1.1.1.15. HOFFR (DLF 002/10): Auto frequency change fix for RWY 13 NITE RYDER Procedure.

1.1.1.16. ZAMGO (DLF 040/20): Crossing fix for RWY 13/31 NITE RYDER Procedure.

1.1.1.17. FANNG (DLF 148/18): Initial approach fix (IAF) for the Very High Frequency (VHF) Omnidirectional Range (VOR)/Distance Measuring Equipment (DME)-A.

1.1.1.18. BETOO (DLF 162/8.8): A pond prior to the dirt road between Hwy 277 and a sharp bend in the Rio Grande used as an Intermediate Fix (IF) for the VOR/DME-A where Military Authority Assumes Responsibility for Separation of Aircraft (MARSA) is invoked.

1.1.2. Airfield Lighting.

1.1.2.1. Runway Specific Lighting.

1.1.2.1.1. RWY 13L: High Intensity Runway Lights (HIRLs) and Precision Approach Path Indicator (PAPI).

1.1.2.1.2. RWY 13C: HIRLs, Approach Lighting System with Sequenced Flashing Lights Category-1 (ALSF-1) and PAPIs.

1.1.2.1.3. RWY 13R: Medium Intensity Runway Lights (MIRLs).

1.1.2.1.4. RWY 31R: HIRLs and PAPIs.

1.1.2.1.5. RWY 31C: HIRLs and PAPIs.

1.1.2.1.6. RWY 31L: MIRLs.

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

1.1.2.3. The RAPCON will notify the Tower of pilot requests for changes in lighting.

1.1.2.4. The Tower will notify AMOPS personnel and RAPCON of all outages or unsatisfactory reports on the airfield lighting system. If the situation warrants, AMOPS personnel will initiate the appropriate Notice to Air Mission (NOTAM).

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

1.1.3. Special Airfield Considerations.

1.1.3.1. Taxiway (TWY) Golf 1 is for T-6 aircraft only.

1.1.3.2. TWY Juliet is for daytime use only because it does not have taxiway lights. Use during periods of reduced visibility is prohibited due to potential hazards.

1.1.4. Non-Standard Airfield Markings.

1.1.4.1. The South trim pads are outlined in a 100 ft diameter red circle. Remain outside this area when an aircraft is inside the circle.

1.1.4.2. The threshold markings at the approach end of RWY 31C are marked with a yellow demarcation Federal Aviation Administration (FAA) bar.

1.1.4.3. The area South of the bar is not usable by aircraft. The area North of the bar is usable for taxi.

1.1.4.4. The South Navigational Aid (NAVAID) checkpoint marking is entirely outlined in black paint to provide better visual acuity.

1.1.4.5. The North Hammerhead between RWYs 13R and 13C have T-38 parking lines that are dashed and T-6 parking lines that are solid. Both sets of lines are labeled.

1.2. General Procedures.

1.2.1. Runway Selection Procedures.

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

1.2.1.2. At the beginning of the flying day and after receiving the weather briefing, the Supervisor of Flying (SOF) (when on duty) will determine the active runway and inform AMOPS. When a runway change is required, the SOF will make the decision in coordination with the Tower and RAPCON Watch Supervisor (WS) at least 30 minutes prior to the change. The exact timing of the change will be coordinated based on current traffic conditions and barrier maintenance response times. The RAPCON WS will determine the last aircraft for the current runway after coordination with the Tower WS and SOF. If a SOF is not on duty, the Tower WS will determine the need and timing of runway changes. Tower notifies RAPCON and AMOPS of runway in use. AMOPS notifies the Weather Flight (47 OSS/OSW or OSW) and updates the Airfield Status Page.

1.2.2. SOF Responsibilities.

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

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

1.2.3. Wing Flying Definition. "Wing Flying" in regard to ATC manning, is defined as two or more base-assigned airframes totaling 10 or more aircraft conducting local training (i.e., Military Operations Area (MOA) operations, multiple approaches) or cross-country returns on Sundays. If more than two flights require MOA use on Sunday, prior coordination with the Airfield Operations Flight Commander (AOF/CC) must be completed no later than 1600L on the previous Friday.

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

1.2.5. AMOPS.

1.2.5.1. AMOPS will perform an airfield check IAW DAFMAN 13-204 v2 before the start of wing flying activities. This check must include but is not limited to, the primary takeoff and taxi surfaces, Runway Surface Condition (RSC) determination, Foreign Object Debris (FOD)/Bird Aircraft Strike Hazard (BASH)/habitat control, ponding, etc. To ensure a safe

airfield environment and in the interest of flight safety, AMOPS may perform checks throughout the day of the above mentioned and other areas on the airfield. A comprehensive Airfield Inspection will be conducted daily. Checks and Inspection completions will be annotated on AF Form 3616, Events Log.

1.2.5.1.1. AMOPS will not issue a Runway Condition Reading (RCR) Value due to the equipment requirement exemption located in DAFMAN 13-204 v2 as Laughlin is considered a location which receives little to no snow.

1.2.5.1.2. AMOPS will meet with the sweeper each morning after the initial check to relay what, if any, areas require a sweep outside the daily scheduled areas. Report requests to AMOPS if additional sweeping is needed throughout the day. AMOPS will open a work order number through either Energy Management Control System (EMCS).

1.2.5.1.3. If the AMOPS determines the airfield requires mowing outside of the normal schedule, the Grounds/Maintenance Site Manager will be notified of the location to be mowed. Mowing in the Controlled Movement Area (CMA) will only take place during non-flying hours. AMOPS will open a work order number through Energy Management Control System (EMCS).

1.2.5.2. Airfield lighting serviceability and retro-reflectivity checks. AMOPS will perform a check of all airfield lighting systems and retro-reflectivity of markings daily before sunrise or after sunset depending on airfield hours. AMOPS may request the Tower to increase the lights to a higher setting in order for the lights to be observed and checked.

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

1.2.5.2.2. An airfield lighting and retro-reflectivity check is required each day. Checks are preferred prior to airfield opening and between sunset and sunrise. During daylight hours, AMOPS may request the Tower increase the lights to a higher setting in order for the lights to be observed and checked.

1.2.5.3. Additional Airfield Checks. AMOPS is designated as first response agency and will perform additional airfield checks as required in support of IFEs/GEs, FOD/BASH/Habitat control, wide body/heavy aircraft (i.e., KC-10, B-747, C-17, C-5) movements, natural disasters, unauthorized aircraft landings, significant weather (i.e., lightning within 5 NM), construction area checks, airfield driving violations, CMA violations, and maintenance reports. The Tower WS or SOF will notify AMOPS of additional airfield checks.

1.2.5.3.1. SOFs Call. The SOF may waive an airfield check for an IFE or GE if the nature of the emergency does not present a hazard to any airfield surface/structure and if the structural integrity of the aircraft is not in question. AMOPS is not required to respond to physiological emergencies unless the aircraft shuts down on a runway. "SOF CALLs" shall be annotated on AF FORM 3616, Daily Events Log, by AMOPS and ATC.

1.2.5.4. RSC Determination. AMOPS will determine the RSC IAW DAFMAN 13-204 v2 before the start of flying each day. AMOPS will report RSC and update the Airfield Status Page. As the day progresses, the Tower WS in conjunction with the SOF may use inputs from pilots and the RSUs to determine if further RSC checks are required. If required, the Tower will notify AMOPS to respond. The RSC will be reported as “dry”, “wet”, “patchy wet”, “patchy dry”, “wet with standing water (reported to the nearest tenth of an inch)” or any other recognized surface condition IAW DAFMAN 13-204 v2. AMOPS will issue the appropriate NOTAM for a non-dry runway. Snow removal operations are not required at LAFB.

1.2.5.5. Laughlin AFB Aux #1 Airfield (T70). This is LAFB’s auxiliary airfield (Wizard) located in Spofford, TX. A daily airfield check is required prior to operations each day; checks will be completed by either Airfield Management or trained Fire Department personnel. Fire Department will call AMOPS and report completion of Check and report any discrepancies. All personnel completing the daily check will be trained by the Airfield Manager on conducting runway checks as outlined in DAFMAN 13-204v2, AFMAN 13-204 v1, Management of Airfield Operations & DAFMAN 13-204 v2, Airfield Management, AFMAN 13-204V2_AETCSUP, Airfield Management. Fire Department training will be documented on AF Form 797.

1.2.5.5.1. The AFM will conduct a minimum monthly inspection of Aux #1 (Wizard). A quarterly inspection with representatives from the following organizations: ATC, Wing Safety, SOF, Civil Engineering Squadron (CES) and Security Forces Squadron (SFS) IAW DAFMAN 13-204 v2 will be conducted and documented.

1.2.6. Automatic Terminal Information Service (ATIS) Information. The ATIS message will contain the following additional information.

1.2.6.1. Flying Status and alternates.

1.2.6.2. Any information pertinent to local flying operations, to include who controls each runway.

1.2.6.3. Tower WS will approve any additional ATIS content based on whether it is pertinent to local flying operations.

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

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

1.2.7.2. Tower will contact AMOPS for a report and will then determine which vehicles are still in the Controlled Movement Area (CMA) no later than 15 minutes prior to the

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

1.2.7.3. Closing. AMOPS closes the airfield based on the completion of local flying/transient aircraft/outbound aircraft sorties, as appropriate. The SOF in conjunction with the Tower and RAPCON WS will notify AMOPS when flying is completed. AMOPS will notify the Tower when the airfield is closed. If the airfield will close immediately after the termination of wing flying, the SOF will announce that the airfield is closed on the Command Net. AMOPS will notify Command Post when the airfield is closed, and Command Post will make an announcement on the Command Net. AMOPS will issue a NOTAM if required.

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

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

1.3. Flight Plan (FP) Procedures.

1.3.1. AMOPS will accept 47 FTW completed FP in person, via email, e-file, or print-to-file at least one hour prior to departure. FPs filed less than one hour prior to the proposed departure may not be available when the clearance is requested. Pre-Approved Stereo FPs will be accepted via duty desk phone or in person.

1.3.1.1. Assigned 47 FTW flying units will maintain original FPs not filed at AMOPS Counter IAW AFI 33-222. AMOPS will maintain original FPs filed at the operations counter.

1.3.2. Coordination of FPs.

1.3.2.1. AMOPS will enter completed FPs into the Air Traffic System using Automated Information System Replacement (AISR).

1.3.2.2. AMOPS will notify ATC of all IFR and VFR FPs (exclusive of local Stereo FPs) proposed departure, send departure message (if applicable) and implement flight following, as required. Pass e-FP proposals to Tower in the same manner as a DD Form 1801. If Tower has not received notification from AMOPS of a proposed departure, Tower will

query AMOPS. Movement will not be authorized until the status of the FP is determined and a clearance has been received in the Tower.

1.3.2.3. All aircrew will notify their respective duty desk of any tail number changes prior to takeoff. If no duty desk is active, aircrew will call AMOPS on Ultra High Frequency (UHF) 372.2 or at Defense Switching Network (DSN) 732-5308.

1.3.2.4. If an airborne aircraft on a current FP wishes to amend their FP, RADAR Approach Control (RAPCON) can make the changes without AMOPS approval (except Stereo FPs). However, all changes made to the FP shall be relayed to AMOPS at the earliest convenience.

1.3.3. T-6 Single-Ship Local Operations. Coordination with AMOPS is not required for local operations on a default FP. All aircraft on a default FP will fly the route depicted in the T-6 In-Flight Guide (IFG); the only exception being “spin” downs for practice approaches at any Non-Towered Airport (NTA) underlying LAFB’s airspace. Aircraft who divert because of weather or emergency must notify AMOPS. Callsigns and beacon code information will be maintained by ATC Automations (47 OSS/OSAX or OSAX). T-6 aircraft on the default FP will only use callsigns and beacon codes specified in the T-6 IFG.

1.3.3.1. To facilitate these operations, AMOPS will perform the following actions:

1.3.3.1.1. AMOPS will initiate procedures for Search and Rescue (SAR) operations when notified of a missing aircraft.

1.3.3.1.2. AMOPS will act IAW 47 FTW Hijack Prevention and Resistance Plan when notified of and/or observe a circumstance that warrants action for the protection of an aircraft also coordinate aircraft security and anti-hijacking services when AMOPS is notified of or observes circumstance that warrant action for the protection of an aircraft.

1.3.3.2. To facilitate these operations, the T-6 flying squadrons will perform the following actions:

1.3.3.2.1. Immediately notify AMOPS of any aircraft that is missing, overdue, or may have traveled outside the LAFB’s local operating area as defined in [Paragraph 1.2.4](#). Also notify AMOPS if there is any possible aircraft security or hijacking issue to report.

1.3.3.2.2. Provide flight following and tracking aircraft services to their respective local flights. In the case of the local T-6 flights, AMOPS has no knowledge of the aircraft to provide these services. The respective flying squadron can accomplish this task by continuing to update and maintain awareness on airborne aircraft.

1.3.3.2.3. Provide services to amend, cancel, and re-file FPs to their respective local flights. This is normally accomplished by AMOPS through the Aeronautical information System Replacement (AISR) website that inputs the flight into the FAA system. The respective flying squadron can accomplish this task by continuing to file, amend, cancel or re-file through the Graduate/Training Integration Management System (G-TIMS).

1.3.4. Out-and-back and cross-country flights are flights that depart/land at locations other than LAFB. Aircrew will file a DD Form 1801 with AMOPS, or e-file/print-to-file.

1.3.5. Round Robins are local FPs that depart and land at LAFB without making a full stop at any other location. Round Robin FPs must have all portions of the flight on file with AMOPS prior to departure.

1.3.6. Formations and Functional Check Flight (FCF) Flights. Aircrew will coordinate with AMOPS for a pre-approved Stereo FP, DD Form 1801, or e-file. Use the duty desk hotline to file Stereo FPs.

1.3.7. AMOPS shall receive FPs, input them into the FAA system and notify ATC of all IFR and VFR FP (exclusive of Stereo FP and not on a DD form 1801).

1.3.7.1. Tower notifies AMOPS of actual departure and arrival times within 10 minutes. If any of these aircraft arrive or depart an Runway Supervisory Unit (RSU) controlled runway, the RSU will relay to ATC/Tower the arrival/departure time.

1.3.7.2. RAPCON will notify AMOPS of any FPs tracked that are amended and/or change destination with new en-route time (if applicable). Stereo FPs cannot be amended IAW ZHU LOA unless for safety of flight.

1.3.7.2.1. FPs that are activated and subsequently cancelled due to an air abort may be re- filed by AMOPS if the callsign and crew are unchanged. Additionally, the crew must notify AMOPS of new times and/or route via Pilot to Dispatch (PTD) or through the squadron duty desk.

1.3.7.3. A FP filed for multiple aircraft in a formation may be re-filed for individual aircraft or elements of the formation if the formation breaks-up prior to departure or is an individual air abort. The Pilot-In-Command (PIC) must ensure AMOPS is aware of the returning aircraft's tail number and pilot's name.

1.3.8. FP Filing. All aircraft departing LAFB must have a signed FP on file with AMOPS via in-person, e-mail, printer-to-file, or e-file. **Exception:** Civil aircraft (i.e., Scheduled Air Carrier, Charters, General Aviation, Border Patrol, Homeland Security, etc.) are exempt from this requirement, but must have an FAA Form 7233-1 on file. Otherwise, DD Form 1801 must be filed.

1.3.8.1. Pilot In Command (PICs) who electronically or file-to-printer ensure the FP is properly filled out. FPs must have name of PIC, be signed, and contain all required information IAW General Planning (GP). PICs will telephone AMOPS and verify the FP has been received by AMOPS. AMOPS will request clarification for any known errors/omissions at the time of telephone notification. PIC's that do not call AMOPS prior to stepping to their jet may expect delays in takeoff clearance.

1.3.8.2. 47 FTW assigned aircraft may file a pre-approved stereo FP instead of using DD Form 1801, when departing and landing at LAFB only. Aircraft who divert because of weather or an emergency must notify AMOPS or Flight Service Station (FSS). A list of pre-approved stereo FPs can be found in the IFG or appropriate Annex of the Houston ARTCC (ZHU) and LAFB Letter of Agreement (LOA). Aircraft departing LAFB on a pre-approved stereo FP must not deviate from the FP as written in the ZHU and LAFB LOA unless required for flight safety.

1.3.8.3. The only other method of authorized departure from LAFB is on a stopover FP. If AMOPS has not received information on a stopover FP, AMOPS will contact the originating agency to confirm a FP is on file.

1.3.8.4. Email FPs to 47OG.AMOPS.FlightPlans@us.af.mil. The email must come from either a “.mil” email address or the Foreflight App in order to be considered “Signed”. All e-mails will have departure International Civil Aviation Organization (ICAO) Airport Identifier and arrival ICAO Airport Identifier in the subject line at a minimum. PDFs, screenshots, or the Foreflight FP format of the e-filed FP will be the only types of attachments accepted.

1.3.8.4.1. AMOPS will write the time of acceptance and operating initials on the FP.

1.3.8.4.2. Review the FP for accuracy, errors, and/or omissions, and correct any known errors. Contact the aircrew with any found errors and/or omissions for correction.

1.3.8.4.3. Enter the FP into the FAA Air Traffic System like an in-person filed FP.

1.3.8.4.4. When a FP is received by AMOPS that has omissions or errors and the PIC has not called to ensure the FP was received, it will not be entered into the Air Traffic System. The FP will be held until AMOPS personnel can verify with the PIC to make the corrections or enter the omission.

1.3.8.4.5. In the event AMOPS is not able to send or receive emails, FPs may be filed by any approved method specified in this instruction, but a copy of the FP must be printed and brought to AMOPS.

1.3.8.5. Print-to-File FPs. AMOPS will accept and file signed FPs sent to the AMOPS printer over NIPR. It is the responsibility of the PIC will call AMOPS when a FP is sent to the AMOPS printer. When a telephone call from PIC is received AMOPS, upon receiving a signed FP from the AMOPS printer shall follow procedures outlined in 1.3.8.4.

1.3.8.6. If utilizing Foreflight, the preferred method is for the Foreflight system to export the e-FP in DD Form 1801 format, but any format produced by Foreflight containing all the required e-FP information is acceptable (see [Attachment 19](#)).

1.3.8.6.1. If requesting AMOPS assistance in filing an electronic FP for any reason, the FP must be filed in person at AMOPS on a DD 1801. AMOPS cannot modify electronically filed FPs. If changes are required for an electronic FP, the PIC may make the change electronically or re-submit a new DD 1801 to AMOPS in person.

1.3.8.6.2. For SAR purposes, if the PIC has not contacted AMOPS to confirm receipt of FP, AMOPS will not notify the Tower of the proposed FP, and the crew will not be given clearance to depart. If the crew is already in the aircraft, they will be prompted by Clearance Delivery (CD) or Tower to contact AMOPS on the Pilot-to-Dispatch UHF 372.2.

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

1.3.10. T-6 NTA Sorties. Pilots will file a FP (using appropriate off-station callsign) with AMOPS for all Theater Indoctrination (TI) NTA sorties and sorties where instrument

approaches will be flown. **Exception:** Edwards County (ECU), Maverick County (5T9), and Del Rio International (DRT)). Pilots must contact CD before departing on these sorties. Pilots who visit NTAs on other sorties via drift-down or delay before proceeding to the MOA do not require a FP or off-station callsign.

1.4. Local Aircraft Priorities.

1.4.1. Emergency aircraft or aircraft in distress have right-of-way over all other aircraft.

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

1.4.3. Priorities as listed in FAA JO 7110.65 (Civilian air ambulance flights, military air evacuation flights, flight check aircraft, etc.). Additionally, the LAFB aerodrome priorities are as follows.

1.4.3.1. Distinguished Visitors (DVs).

1.4.3.2. Aircraft with Controlled Departure Times (CDTs).

1.4.3.3. RADAR arrivals making a "full stop" or "option" to Tower/Lariat/Honcho.

1.4.3.4. Instrument departures. **NOTE:** *T-38s have priority over other standard departures during Index Thermal Stress (ITS) Danger.*

1.4.3.5. RADAR arrivals planning "option to RADAR".

1.4.3.6. VFR entry. **NOTE:** *T-6 aircraft recovering from the East for VFR entry have priority over practice Emergency Landing Procedures (ELP).*

1.4.3.7. VFR departures.

1.5. Aircraft Arresting Systems.

1.5.1. BAK-15 barriers are installed on runways 13L/31R and 13C/31C. The Tower is responsible for ensuring the barriers are operational and in proper configuration. ATC will issue appropriate advisories to all aircraft when a barrier is in or indicates a non-standard configuration. If an aircraft under RAPCON control requires the barrier in a specific position, RAPCON will notify Tower as soon as practical, but no later than the aircraft being established on final. Opposite direction runway requests will not have a BAK 15 in place for landing. **Attachment 5**, *Airfield Diagram & Runway Gradients*, depicts locations of the aircraft arresting systems. In the event of short notice opposite direction landing, Tower will issue the following phraseology: "AIRCRAFT ID, LANDING WILL BE OVER A CHARGED BARRIER".

1.5.2. Prior to taking control of the active runway, the Lariat crew will confirm with Tower the active runway. After assuming control, Lariat will ensure operation of the BAK-15 for the active runway only, by raising and lowering the barrier. The RSU will not raise the non-active barrier due to the possibility of causing barrier damage. While testing BAK-15 operations on RWY 13L/31R all takeoffs will be discontinued, and all airborne aircraft will be cleared restricted low approach.

1.5.3. Barrier Inspections.

1.5.3.1. AMOPS will inspect aircraft arresting systems during airfield inspections or when requested for obvious conditions that could compromise the system's operation. If an unsafe condition exists, AMOPS will exit the runway and relay to Tower the nature of the problem. AMOPS will also notify CE through EMCS and request barrier maintenance inspect the barrier. If barrier maintenance determines that the barrier is unsafe, they will exit the runway and relay the barrier status and how long it will take to repair to Tower. Tower will relay estimated repair time to the SOF and will coordinate if operations will continue on the affected runway. AMOPS will publish the appropriate NOTAMs and coordinate the outage with the appropriate agencies. Runway operations will be suspended while work is conducted on the barrier.

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

1.5.4. Standard configuration is in the down position with the energy absorbers for the active runway connected and the inactive runway disconnected. Following the first barrier inspection of the day or after a runway change, Barrier Maintenance will confirm with Tower the active runway in use and disconnect and/or reconnect the energy absorbers on the BAK-15 barriers within 30 minutes of notification.

1.5.5. Barrier Procedures for Runway Change. Tower will notify AMOPS who will contact EMCS, who will contact Barrier Maintenance for the runway change to reconfigure the barriers as directed by Tower. Runway operations will be suspended during barrier changes. AMOPS will resume runway operations upon Barrier Maintenance exiting the runway and once a FOD check is complete.

1.5.6. Barrier Maintenance Response Times for Runway Changes and Emergency Runway Changes. According to the barrier maintenance contract, barrier maintenance has 30 minutes to respond Mon-Fri from 0730-1630L. Outside of these hours on weekdays and all hours on weekends, Barrier Maintenance has one hour to respond.

1.6. Controlled Movement Area (CMA).

1.6.1. The CMA is defined as the runways, infield taxiways, and any area within 100 ft of these surfaces. The CMA begins at the VFR hold position markings of RWYs 13R/31L and 13C/31C and extends 100 ft East and parallel to RWY 13L/31R, it also encompasses the area extending to the controlled movement area signs located on North and South Lariat access road. Aircraft, vehicles, and pedestrians must obtain specific Tower approval via two-way radio contact to enter and operate within the CMA. [Attachment 5](#), *Airfield Diagram & Runway Gradients*, depicts the CMA.

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

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

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

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

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

1.6.5.2. Flashing of Taxiway/Runway lights.

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

1.7. LAFB Practice Area.

1.7.1. LAFB and RSU Practice Areas ([Figure 1.1](#)) have been established IAW AETCI 11-204, and HQ Air Force Flight Standards Agency (AFFSA) policy letter, Practice Area within Class C airspace, dated 9 Aug 99 (on file at 47 OSS/OSA). Practice areas are exempt from Class C requirements IAW FAA Order 7210.3, *Facility Operations and Administration*, Paragraph 11-1-4g. AETCI 11-204, *Runway Supervisory Units*, governs practice area operations while that airspace is delegated to an RSU.

1.7.2. Description. The Practice Area includes all airspace from the surface up to and including 3,100 ft MSL (expands to include ELP airspace, defined below when released by RAPCON) within 9 Distance Measuring Equipment (DME) of DLF VORTAC from the DLF 300 clockwise to the DLF 136 radial, direct to the DLF 135 radial at 5 DME, within 5 DME of DLF VORTAC from the DLF 135 radial clockwise to the DLF 267 radial, within the boundary from DLF 267/005 to DLF 288/007, within 7 DME of DLF from the DLF 288 radial to the DLF 300 radial, then along the DLF 300 radial to 9 DME. This Practice Area is further divided into the following five sectors:

1.7.2.1. Honcho Sector. From the DLF 285 radial at 0.9 DME outbound to the DLF 300 radial at 7 DME, then counterclockwise to the DLF 288 radial at 7 DME, then direct to the DLF 267 radial at 5 DME, then counterclockwise to the DLF 135 radial at 5 DME, then direct to the DLF 161 radial at 0.6 DME, then direct to the DLF 285 radial at 0.9 DME.

1.7.2.2. Tower Sector. From the DLF 285 radial at 0.9 DME outbound to the DLF 300 radial at 9 DME, then clockwise to the DLF 310 radial at 9 DME, then direct to the DLF 306 radial at 5 DME, then direct to the DLF 293 radial at 0.9 DME, then direct DLF 150 radial at 0.6 DME direct to the DLF 131 radial at 5 DME, direct to the DLF 126 radial at 9 DME, then clockwise to the DLF 136 radial at 9 DME, then direct to the DLF 135 radial

at 5 DME, then direct to the DLF 161 radial at 0.6 DME, then direct to the DLF 285 radial at 0.9 DME.

1.7.2.3. Lariat Sector. From the DLF 150 radial at 0.6 DME direct to the DLF 131 radial at 5 DME, direct to the DLF 126 radial at 9 DME, then counterclockwise to the DLF 079 radial at 9 DME then direct the DLF 004 radial at 9 DME then counter-clockwise to the DLF 310 radial at 9 DME, then direct to the DLF 306 radial at 5 DME, then direct to the DLF 293 radial at 0.9 DME, then direct DLF 150 radial at 0.6 DME.

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

1.7.2.5. ELP Sector. Within 3 NM radius, above Lariat/Honcho Sector to 4,100 ft MSL, not including Tower Sector, from the DLF 140 radial clockwise to the DLF 300 radial, from the DLF 310 radial clockwise to the DLF 130 radial.

Figure 1.1. LAFB Practice Area.



1.7.3. Control of practice area. RAPCON is the default controlling agency of the LAFB practice area airspace. When RAPCON is in control of that airspace, Class C service will be provided to aircraft not assigned to 47 FTW. If the ceiling is less than 1,000 ft AGL and/or visibility is less than 3 SM, RAPCON will maintain control of the practice area. When the ceiling is greater than 1,000 ft AGL and the visibility is greater than 3 SM, RAPCON will release the entire practice area airspace, with the exception of the Transition and ELP Sector, to the Control Tower.

1.7.3.1. When the practice area is active, RAPCON will protect with Class C separation services (target resolution or 500 ft) unless otherwise coordinated with the controlling agency.

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

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

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

1.7.3.2.3. The releasing agency will state “YOU HAVE CONTROL OF RUNWAY (designator) AND THE BAK-15 (if applicable) AT (time)”. The requesting agency will reply “Honcho/Lariat/TOWER CONTROLS RUNWAY (designator) AND CONTROLS THE BAK-15 (if applicable) AT (time)”.

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

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

1.7.3.2.6. If the RSU is functioning as the Center Runway Monitor, they shall monitor Tower frequency at all times.

1.7.4. Services Provided. With the exception of IFR arrivals and departures under RAPCON and/or Tower control, 47 FTW-assigned aircraft operating in the practice area will not receive Class C services. Aircraft operating outside the practice area will receive Class C services. All 47 FTW aircraft, except those established in the RSU practice areas, will participate in the Laughlin Class C service. Aircraft will also comply with any control instructions if VFR beyond 20 NM but planning to enter the Class C airspace. (See [Figure 4.2.](#)) The RSU will not be used for ATC service except for preventive control purposes to SUPT aircraft IAW FAA Order 7210.3, [Paragraph 4.4.3](#), or in an emergency situation.

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

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

1.10. Local Frequencies.

1.10.1. Current local frequencies can be found in [Figure 1.2.](#), Local Frequencies, DoD Flight Publications and local IFGs.

1.10.2. Alternate Communications/Backup Radios.

1.10.2.1. GRC-211 Very High Frequency (VHF) back up.

1.10.2.2. GRC-171 Ultra High Frequency (UHF) back up.

Figure 1.2. Local Frequencies.

AGENCY	UHF FREQ	CHANNEL	VHF FREQ
SQUADRON OPS	A/C DEPENDENT	1	A/C DEPENDENT
CD	335.8	2	120.50
GROUND	275.8	3	N/A
Honcho	245.35	4	N/A
TOWER	307.375	5	125.2
WIZARD (T-6)	260.30	6	123.075
Lariat (T-38)	323.9	6	N/A
DEPARTURE (ACE)	296.7	7	119.6
DEP/ACC (ACS)	326.2	8	127.75
RANCH CONTROL (ACW)	270.1	9	118.0
RANCH DISCRETE	314.2	10	N/A
BURR DISCRETE	290.325	11	N/A
SKI	319.2	12	N/A
SKI DISCRETE	253.4	13	N/A
APPROACH (ACE)	259.1	14	119.6
ARRIVAL	263.125	15	N/A
ZHU (RSG)	346.4	16	125.75
FLIGHT SERVICE STATION (FSS)	255.4	17	122.0
FOREMAN	234.8	18	139.25
EP DISCRETE	289.6	19	N/A
ATIS	269.9	20	114.4

1.11. Photography.

1.11.1. Photography within the CMA is not permitted during the hours of Wing Flying without permission from on-duty AMOPS personnel and 47 OG/CC. Personnel taking photographs must not violate clear zone guidance as set forth in UFC 3-260-01.

1.11.2. Photography of the flight line outside of Wing Flying hours should be avoided to the maximum extent possible. All requests shall be vetted through the AFM for approval.

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

1.13. Airfield Smoking Policy. Smoking is not authorized East of First Area as depicted in [Attachment 5: Airfield Diagram](#).

Chapter 2

ADMINISTRATIVE INFORMATION

2.1. Airfield Operations Board.

2.1.1. Purpose. The AOB provides a forum for discussing, updating, and tracking various activities in support of the Wing flying mission. The board will convene at least once per quarter.

2.1.2. Attendees. The AOB is chaired by the Deputy Wing Commander (47 FTW/CD). Mandatory members include, but are not limited to:

Table 2.1. Airfield Operations Board.

47 OG/CC	47 MSG/CC	47 OSS/OSAP
47 OG/OGV	47 CES/CC	47 OSS/OSAQ
47 FTW/SE	47 CES/CEO	47 OSS/OSAR
47 FTW/MX	47 CES/CEI	47 OSS/OSAT
47 FTW/XP	47 CES/CEN	47 OSS/OSAX
47 FTW/CP	47 CONS/CC	47 OSS/OSAM
47 STUS/CC	47 CS/SCXP	47 OSS/OSOR
85 FTS/CC	47 OSS/CC	47 OSS/OSW
87 FTS/CC	47 OSS/OSA	AFREP
434 FTS/CC	47 OSS/OSAA	

2.1.3. Agenda: 47 OSS/OSA prepares the agenda and records the minutes of the AOB IAW AFMAN 13-204 v1.

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

2.3. NOTAM Procedures.

2.3.1. AMOPS is designated as the LAFB NOTAM dispatch center and notifies RAPCON, Tower, and SOF of all NOTAMs dispatched. AMOPS will also notify Del Rio Airfield Management anytime Del Rio Approach Control RADAR, DLF VORTAC, 119.6 MHz, 125.2 MHz, or 120.5 MHz are degraded.

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

2.3.3. NOTAM items when OTS:

Figure 2.1. NOTAM Items When OTS.

114.4 (VOR)
119.6 (Approach-East)
120.5 (CD)
125.2 (Ground/Tower)
121.5 (VHF Guard)
243.0 (UHG Guard)
259.1 (Approach-East)
296.7 (Departure)
269.9 (Automatic Terminal Information Service (ATIS))
275.8 (Ground)
335.8 (CD)
307.375 (Tower)
Instrument Landing System (ILS) (Glide Slope/Localizer)
Any other system or frequency at the discretion of the AOF/CC or higher not listed.

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

2.5. Visitors.

2.5.1. Persons desiring access to the Tower or RAPCON will coordinate in advance with the respective ATC facility Chief Controller and/or the AOF/CC. The respective facility WS is the entry authority for the Tower Cab and RADAR Operations Room.

2.5.2. All visits to the airfield must be coordinated through AMOPS.

2.6. Waivers.

2.6.1. Waivers to Airfield/Airspace Criteria.

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

2.6.1.2. 47 Civil Engineering Squadron (CES) is the OPR for the Airfield Waiver Package.

2.6.1.3. All airfield waiver requests will be routed by 47 CES through: AMOPS (AFM/Assistant Airfield Manager (AAFM)), Safety, Terminal Instrument Procedures (TERPS), CES/CEN, CES/CEIE, Security Forces, Maintenance, Communications, and AOF/CC.

2.6.1.4. Any temporary construction waivers processed will require a 60-day notice for processing. Construction projects may require notice to be given to the FAA. 47 CES or contractor will ensure notices to the FAA are provided in a timely manner before the beginning of any construction projects. Ensure all temporary construction waiver requests contain an estimated period of construction. Temporary construction waivers are valid for up to one year.

2.6.1.5. The following should attend the annual review of waivers to airfield/airspace criteria presented to the Facilities Utilization Board: AMOPS (AFM/AAFM), Safety, TERPS, CES/CEN, CES/CEIE, Security Forces, Maintenance, Communications, and AOF/CC.

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

2.6.1.7. The AFM and 47 CES maintain all permanent and temporary airfield waivers.

2.6.2. Waivers to Flying Operations. Waivers to Flying Operations will be coordinated and tracked by 47 OG/OGV.

2.7. Navigation and Special Mission Procedures. Air Shows/Flyovers. Crews attending an air show or planning a flyover at an air show will follow the instructions located in AFI 11-209.

2.8. Flight Information Publications (FLIPs). AMOPS shall be responsible for ordering, stocking, and distributing FLIPs to ATC facilities, PFPS Programming, OSW, and the flight planning room. The flying squadrons have individual FLIP accounts and are responsible for ordering and supplying their own FLIPs.

2.9. Flying Schedule Change Coordination.

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

2.9.2. The AFM will notify the current Base Operating Services (BOS) contractor, any applicable clubs, and any applicable agencies when the airfield will be in use during the weekends for anything other than normal Sunday recoveries.

Chapter 3

GROUND OPERATIONS

3.1. Taxiing.

3.1.1. Clearance. Aircrew request taxi clearance by stating, “GROUND, CALLSIGN, TAXI, NUMBER OF AIRCRAFT, WITH (ATIS)”. Aircrew will respond to taxi instructions with “CALLSIGN, TAXI TO 13/31 R/C/L, TAXI VIA (ASSIGNED ROUTE), and if applicable, HOLD SHORT RWY 13/31, R/C/L”.

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

3.1.3. Taxiing Across Runways. Tower will cross all aircraft across runways using the callsign instead of aircraft type. Aircraft will check in holding short of runways with their specific callsign. Aircraft may not cross a runway unless the Tower/RSU clears them to cross with their specific callsign and must acknowledge the clearance with their specific callsign. If crossing an RSU controlled runway, remain on the RSU frequency until crossing the opposite side hold line.

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

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

3.1.6. Exiting the runways:

3.1.6.1. Contact Tower (**Ch. 5**) to cross Tower controlled runways. If Tower does not control the inside runway (13R/31L), contact Honcho (**Ch. 4**) with, “[Callsign], at [location]”, and await clearance to cross.

3.1.6.1.1. Inform Tower of which runway aircraft is holding short of, and at which intersection.

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

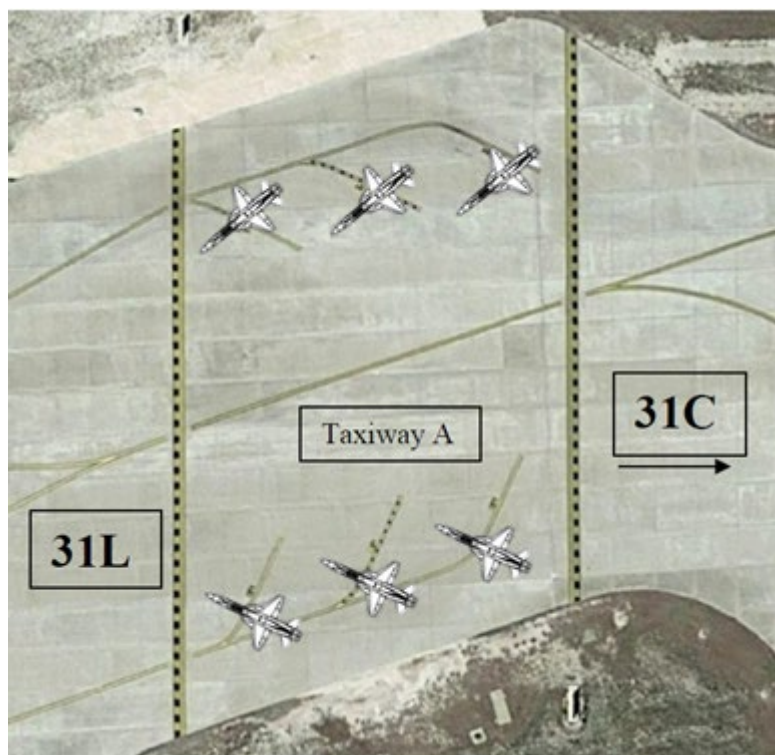
3.1.6.1.3. Aircraft exiting the runway shall give way to aircraft taxiing on the parallel taxiway. Aircraft on the parallel taxiway that are returning to parking shall give way to aircraft taxiing for departure out of the parking ramp.

3.1.6.1.4. Ground Control may provide additional instructions when required (i.e., Emergencies, DVs, etc.). If needed, Ground Control will contact taxiing aircraft by type and airfield position. Aircraft commanders must know their position at all times and acknowledge Ground Control with callsign when contacted.

3.1.6.1.5. T-38s will not exit RWY 13C at TWY Echo unless directed by Tower. Aircrew may expect an extensive delay if exiting RWY 13C at Echo while Honcho controls the inside runway.

3.1.6.1.6. T-38s holding short of RWY 31L at TWY Alpha will mirror what is depicted in **Figure 3.1**. Non-T-38 aircraft may not follow this layout. T-38s will give other aircraft appropriate spacing and regardless of orientation, will not attempt to taxi into a position immediately adjacent to a non-similar aircraft between the center and inside runways TWY Alpha.

Figure 3.1. T-38 Holding Between RWY 31L and RWY 31C at TWY Alpha.



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

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

3.1.6.4. The taxi route for outbound aircraft larger than a T-1 will be TWY Golf to TWYs Alpha or Foxtrot as appropriate.

3.1.6.5. RWY 13 in use: No aircraft will hold East of RWY 13R for departure behind a heavy aircraft.

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

3.1.6.7. RWY 31 in use: No aircraft will hold on TWYs Foxtrot, Hotel, or the southern portion of TWY Golf behind a heavy aircraft.

3.1.7. Controlled Departure Time (CDT).

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

3.1.7.2. Aircrew and controllers will make every effort to ensure departure occurs as close as possible to the CDT. "On-time" departure for a CDT is considered 2 minutes prior to the CDT.

3.1.8. RWY 13 Taxi Operations.

3.1.8.1. There will be no more than six T-38 aircraft or four T-6 aircraft holding between RWYs 13R and 13C at TWY Alpha. Spacing allows up to three T-38 aircraft per side; if any other airframe is parked on a given side, only two aircraft maximum may be present on that side.

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

3.1.8.2.1. Aircraft may not taxi from a diagonal taxi line (TWY Golf 1) until all aircraft preceding them are established on the western taxi line, with at least 150-ft spacing.

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

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

3.1.8.4. Radio procedures for crossing RWY 13R en-route to RWY 13C: with Honcho in control of RWY 13R, switch to Honcho (**Ch. 4**) and advise, "[Callsign], at [location]". Acknowledge clearance to cross with, "[Callsign], CROSS RWY 13R at [location]".

3.1.8.4.1. To avoid radio congestion in Honcho's pattern, crews should plan to exit RWY 13C no earlier than TWY Foxtrot on full-stops.

3.1.9. RWY 31 Taxi Operations.

3.1.9.1. T-6s proceeding to RWY 31C will expect to taxi via TWY Foxtrot (intersection departure).

3.1.9.2. All aircraft using the full length of RWY 31C will utilize the parking spots at the South hammer head for holding short of RWY 31C, unless specifically cleared to “TAXI UP TO AND HOLD SHORT OF RWY 31C AT HOTEL” or “CLEARED FOR TAKEOFF RWY 31C”. Only under these two circumstances will aircraft proceed onto TWY Hotel.

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

3.1.9.3. While taxiing for takeoff on RWY 31L, T-6s will utilize the Power Management Unit (PMU) run-up area on TWY Echo. All aircraft will pull into the first available eastern most PMU run-up spot and stop. **NOTE:** *All aircraft must utilize the PMU run-up area regardless of whether or not there are aircraft on the taxiway ahead of them. Aircraft will not taxi behind other aircraft established in the PMU run-up area.*

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

3.1.9.3.2. Aircrew may call ready for takeoff only once established in the PMU run-up area. An aircraft will not proceed to the hold short line until cleared for takeoff or otherwise directed by the RSU or Tower. Once established on a PMU run-up spot, the eastern most aircraft has priority to call number one. Once the aircraft has been cleared for takeoff, the next easternmost aircraft may call ready for takeoff. During normal operations, at no time will an aircraft pull up to the hold short line and stop. Aircraft directed to hold short by the controlling agency will remain in the PMU run-up area until cleared for takeoff, unless directed to “TAXI UP TO AND HOLD SHORT RWY 31L.”

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

3.1.9.4. Radio procedures for crossing RWY 31L en-route to parking from RWY 31C: with Honcho in control of RWY 31L, switch to Honcho (**Ch. 4**) and advise, “[Callsign], AT [location]”. Acknowledge clearance to cross with, “[Callsign], CROSS RWY 31L AT [location]”.

3.1.10. TWY Juliet.

3.1.10.1. TWY Juliet will not be used from sunset to sunrise or when Tower cannot see Juliet.

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

3.1.10.3. The standard taxi route to RWY 13C is via TWY Alpha. If desired, Tower/Honcho will direct aircraft to taxi to RWY 13C via TWY Juliet. Aircraft will be launched in the same sequence as if using TWY Alpha. Aircraft taxiing to RWY 13C via

TWY Juliet will advise Honcho “CALLSIGN, FOR JULIET”. If Tower controls RWY 13R, request crossing with Tower unless previously cleared to taxi to TWY Alpha or TWY Juliet.

3.1.10.4. If the full runway length is required at any other time, advise Tower on initial contact.

3.2. Ground Safety Procedures.

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

3.2.1.1. Towing that is required on TWY Golf will require two-way radio communication with the Tower to ensure taxi operations are not hindered.

3.2.1.2. Transient Alert (TA) is the CMA qualified tow operators capable of towing aircraft off of the active taxiways and runways. Maintenance personnel will require CMA-trained escorts.

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

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

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

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

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

3.2.3.4. T-6 aircraft taxiing for departure on RWY 13R may use TWY Golf 1 as an engine run up area. For RWY 31L, T-6 aircraft will utilize TWY Echo as an engine run up area.

3.2.3.5. T-38 aircraft taxiing for departure on RWY 13C or RWY 13L will use the hammerhead prior to RWY 13R and the hammerhead prior to RWY 13C on TWY Alpha to conduct engine run ups and checks. T-38 aircraft taxiing for departure may utilize TWY Alpha prior to RWY 13L to conduct engine run-ups and checks but must remain behind the marked hold lines.

3.2.3.6. T-38/T-6 aircraft taxiing for departure on RWY 31C or RWY 31R will use the hammerhead across from TWY Hotel for engine run-ups and checks.

3.2.4. Hot Pit Refueling. As of the writing of this publication, there are no surveyed and/or approved areas on LAFB for Hot-Pit refueling operations.

3.2.5. Airfield Snow Removal Operations. Due to the rarity of snow events in the local area, Airfield snow removal is not required at LAFB per DAFMAN 13-204 v2. Moreover, as of the writing of this publication, the wing is not postured or equipped for any snow removal operations.

3.2.6. Privately Owned Vehicle (POV) Passes onto Airfield. AMOPS is the Point-of-Contact (POC) for issuing POV authorization onto the airfield. Refer to DAFMAN 13-213 LAFB Supplement, *Airfield Driving*, for specific procedures.

3.3. Airfield (CMA) Vehicle/Pedestrian Operations. All personnel that operate motor vehicles on the Laughlin or/and Aux #1 (Wizard) Airfield must be qualified for non-CMA or CMA. See DAFMAN 13-213 LAFB Supplement, *Airfield Driving*, for the following subjects: training, vehicle callsigns, vehicle traffic patterns, emergency vehicle operations, and airfield construction.

3.4. Parking Plan Restrictions.

3.4.1. TWY Golf 1 is for use only by T-6 aircraft (wing assigned and transient). This restriction is published in the IFR En-Route Supplement. No other aircraft may use this area.

3.4.2. During C-5 or C-17 arrivals, all aircraft parking rows will be affected. Prior to any C-5 arrivals, all parking rows along TWY Golf must have the last two aircraft removed along with any power units, AGE equipment, traffic cones, etc. Prior to any C-17 arrivals, all parking rows along TWY Golf must have the last aircraft removed along with any power units, AGE equipment, traffic cones, etc.

3.4.3. When construction is underway on any main ramp, C-130 and larger aircraft are not allowed to taxi on TWY Golf through the construction area. These aircraft will be handled on a case-by-case basis and will likely require extensive back taxiing.

3.4.4. Pavement Classification Number/Aircraft Classification Number (PCN/ACN). The PCN is a ratio that expresses the capability of a segment of pavement to support various aircraft weights. The published and current PCN for RWY 13L/31R is 51 R/B/W/T, RWY 13C/31C is 35 F/A/W/T, and RWY 13R/31L is 31 F/B/W/T. All aircraft have ACNs assigned to them that are usually found in individual aircraft technical orders. If the PCN is higher than the aircraft's ACN, the underlying pavement will support the weight of that aircraft for a limited number of passes or movements. Each taxiway and apron also have a published PCN that it will support – for more information about this subject, contact AFM or Pavements Engineer through 47 CES. For LAFB, each of the parking aprons will support the weight of its assigned aircraft. The Transient Alert (TA) Ramp PCN is 40, meaning it will hold any aircraft in the current USAF inventory.

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

3.4.4.2. When aircraft have a heavier than normal configuration or operating weight, they will coordinate through AMOPS for a weight waiver. The AFM, in conjunction with the Pavements Engineer, will make a recommendation to 47 OG/CC to approve or deny a weight waiver allowing the aircraft to land, taxi and park at LAFB. If approved, AMOPS

will provide the Pavements Engineer with an actual landing weight for tracking purposes as well as annotating this weight in the Events Log. Aircraft operating at heavier than normal weights deteriorate pavement life quicker than its normal life expectancy. These actual weights are tracked by the Pavements Engineer to account for an accurate pavement life remaining figure.

3.4.4.3. When preparing for Air Shows, Military Weapons System Days or other special projects, the AFM will forward to TA any ACNs known for various aircraft arriving. AMOPS will obtain this information when issuing prior permission required requests.

Chapter 4

FLYING OPERATIONS

4.1. Runway Use.

4.1.1. Whenever the weather is below 1,500 ft AGL/3 NM, the Tower will control all runways. The active runways at LAFB and Wizard will remain the same. RWY 13C/31C is the primary instrument runway. RWYs 13 L/C/R are designated as the calm wind runways. **NOTE:** *To enhance controller training, Tower will normally control RWY 13L/31R during T-38 statuses of Instruments, Restricted Patterns Straight-In Only, and Restricted Patterns. Additionally, during weekday flying, when there are five or more T-6 aircraft airborne in the local area or three or more T-6s in the VFR pattern, Tower will control RWY 13R/31L on Ch 4. This is to mitigate frequency congestion and pattern saturation between T-38s and T-6s in the VFR Tower patterns.*

4.1.2. VFR Weather Minimums. IAW the Airman's Information Manual (AIM), basic VFR is established at 1,000 ft AGL ceiling and 3 SM visibility for Class C airspace.

4.1.3. Simultaneous Parallel Runway Operations. RWY 13C/31C and RWY 13R/31L centerlines are only 500 ft apart (non-standard for simultaneous same direction operation). Once established on final approach, aircraft will remain aligned with RWY 13C/31C to avoid traffic landing on RWY 13R/31L, pattern altitude 2,100 ft MSL, and traffic landing on RWY 13L/31R, pattern altitude 2,600 ft MSL.

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

4.1.3.2. RWY 13R/31L Overshoot Procedures.

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

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

4.1.3.2.3. Honcho will announce on guard "TOWER, Honcho Overshoot, (aircraft location)".

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

4.1.4. Intersection Departure Information & Feet Remaining. The charts in [Figure 4.1](#) indicate which airframes are authorized intersection departures and provide feet remaining for intersection departures.

Figure 4.1. Intersection Departure Information and Feet Remaining.

Intersection Departure Information		
	T-38	T-6
13R/B	NO	YES
13R/C	NO	NO
31L/D	NO	YES
13C/J	*YES	YES
13C/B	NO	YES
31C/F	NO	YES
31C/E	NO	YES
31C/D	NO	YES
31R/F	NO	YES
*With OG/CC approval		

Feet Remaining Information						
	B	C	D	E	F	J
13R	4953	-	-	-	-	-
13C	6896	4659	3499	-	-	8049
13L	-	-	-	-	-	-
31L	-	3852	5343	-	-	-
31C	-	4206	5370	6880	7975	-
31R	-	-	-	-	7564	-
“-“ Intersection either doesn't exist or is not authorized for departures						

4.2. MARSA Procedures. MARSA has been approved IAW FAA JO 7610.4 Paragraph 1-4-8 and AFI 13-201 AETC Supplement Paragraph 7.5.. This document will serve as the required LOP for MARSA procedures with the controlling ATC facility. ATC's sole responsibility concerning the use of MARSA is to separate military aircraft engaged in MARSA operations from other non-participating IFR aircraft. Separation from VFR traffic and from aircraft engaged in MARSA operations is not provided by ATC.

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

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

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

4.2.1.3. MARSA shall terminate when aircraft on the QWAIL Route are established on the DLF 133 radial at 9 DME (RWY 13) or the DLF 298 radial at 5 DME (RWY 31) with radio and RADAR contact and approved ATC separation is established. For aircraft

departing on a published instrument departure, MARSA shall terminate when aircraft are established on the outbound heading or track for the assigned route.

4.2.1.4. In the event that complying with crossing restrictions will place the aircraft in IMC prior to the MARSA termination point, the aircrew will advise ATC that they are unable to comply with the crossing restrictions. Specific ATC instructions prior to reaching the MARSA termination point do not constitute a cancellation of MARSA.

4.2.1.5. Aircraft RADAR identification does not terminate MARSA.

4.2.2. Simultaneous Instrument Approaches are defined as one aircraft or formation inside the final approach fix (FAF) on a straight-in instrument approach or inside of four miles on an IFR visual approach to the center or outside runway and another aircraft inside the FAF on a circling approach Area Navigation (RNAV) (Global Positioning Satellite (GPS)-B) or the VOR/DME-A to the inside runway. At no time shall both aircraft involved in simultaneous instrument approaches be conducting an approach to the same runway of intended landing.

4.2.2.1. Simultaneous instrument approaches shall be conducted by 47 FTW aircraft utilizing the RNAV (GPS-B) or VOR/DME-A circling approach to RWY 13R/31L and straight-in instrument approaches (ILS or LOC/DME, RNAV/GPS) or IFR visual approaches to RWY 13C/31C or RWY 13L/31R. This does not include VOR/DME 13C/31C.

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

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

4.2.2.4. MARSA shall end between simultaneous instrument approaches to RWY 13C/31C or RWY 13L/31R and RWY 13R/31L when either aircraft lands (i.e., actual touchdown occurs). If the aircraft conducting the RNAV (GPS-B) or VOR/DME-A cannot maintain clear of clouds, MARSA will apply until the appropriate IFR separation has been established. **NOTE:** *Specific ATC instructions do not constitute a cancellation of MARSA.*

4.2.3. RNAV (GPS-B) or VOR/DME-A Circling Approaches. These procedures, in conjunction with the application of MARSA, allows simultaneous instrument approaches to be conducted by 47 FTW aircraft to both the center and inside runway during Simultaneous Instrument weather status.

4.2.3.1. Weather minimums are 2,100 ft MSL (1,000 ft AGL) and 3 SM visibility as reported by the official base weather observation/Tower prevailing visibility (whichever of the two is lowest). Pilot reports are not considered as "official" observation. A pattern check or weather check of the RNAV (GPS-B) or VOR/DME-A shall not be conducted when the base weather is reported as less than 1,000 ft AGL/3 SM because the field is

officially IFR and MARSA cannot be applied between aircraft conducting simultaneous instrument approaches.

4.2.3.1.1. During a weather check of the RNAV (GPS-B) once inside MINNM or VOR/DME-A once inside BETOO, all standard instrument departures or QWAIL departures will hold until the RNAV (GPS-B) or VOR/DME-A check has 1) landed, 2) reports the airfield in sight, or 3) has executed the missed approach and appropriate IFR separation has been established.

4.2.3.1.2. During a weather check of the RNAV (GPS-B) once inside MINNM or VOR/DME-A once inside BETOO, no aircraft on approach to RWY 13C/31C or RWY 13L/31R will be allowed inside the FAF of a published Instrument Approach Procedure (IAP) or inside of four miles on an IFR visual approach to the center runway until the RNAV (GPS-B) or VOR/DME-A check has 1) landed, reports the airfield in sight, or has executed the missed approach and appropriate IFR separation has been established.

4.2.3.2. Once aircraft on the RNAV (GPS-B) or VOR/DME-A reach MINNM or BETOO respectively, they will report to ATC that they are able to maintain VMC and will be switched to Tower.

4.2.3.2.1. If unable to maintain VMC at or inside MINNM or BETOO, aircrew will immediately inform ATC, continue on the IAP, climb and maintain 4,000' MSL, passing 2,500' MSL turn left heading 300 and expect further ATC instructions.

4.2.3.3. Not Utilized.

4.2.3.4. Aircraft may, with RAPCON and Tower WS approval, coordinate for climb out to another approach if conducting a RNAV (GPS-B) or VOR/DME-A circling approach for the purpose of determining if the weather supports a Simultaneous Instrument status. Aircraft climbing out for a RNAV (GPS-B) or VOR/DME-A approach will climb out as directed by ATC and await further instructions.

4.2.3.5. The RNAV (GPS-B) or VOR/DME-A are single-ship approaches only. Formations must split prior to commencing either approach.

4.3. Takeoffs and Departures.

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

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

4.3.1.2. Formation solos will confirm their seat is armed on the radio, once the canopy has been lowered, with the IP in the formation. The student does not need to make a "seat armed" call during his/her takeoff clearance.

4.3.2. On other than Instrument status, all aircraft shall cross departure end of all runways at or below 1,600 ft MSL in order to maintain at least 500 ft separation from Overhead traffic patterns unless cleared otherwise.

4.3.3. All aircraft, local and transient, on departure or VFR go-around will cross 2 DME at or below 3,000 ft MSL to ensure separation from the civilian corridor, then as cleared by approach.

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

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

4.3.6. Preferred Departure Routes. 47 FTW aircraft departing for the RANCH Areas shall fly the LAEKE, TAE LR, or HJORN ROUTE as assigned by ATC. The HJORN ROUTE shall be flown when departing for the BURR MOA. 47 FTW aircraft shall fly the LAUGHLIN ONE departure to join the LAEKE, TAE LR, or HJORN ROUTE. 47 FTW aircraft departing for the DLF 2 MOA (SKI areas) shall fly the PIPE or FORDE ROUTE as assigned by ATC. Instrument Status, 47 FTW aircraft shall fly the LAUGHLIN ONE departure to join the QWAIL Route.

4.3.6.1. Fort Worth ARTCC does not recognize the identifiers “QBU or QRC”. If filing DLF’s MOAs and the next point in the route of flight will be outside of DLF’s local area, you must use DLF 068/047 for BURR Areas or DLF 333/50 for RANCH Areas.

4.3.6.2. 47 FTW aircraft not using a pre-approved Stereo FP to depart LAFB’s airspace should file for the LAEKE ROUTE, the TAE LR ROUTE, or the HINKO-1 Departure.

4.3.6.3. 47 FTW aircraft departing on a published departure route that are unable to comply with the published altitude crossing restrictions will notify RAPCON upon initial contact.

4.3.6.4. CD shall omit the “LAUGHLIN ONE departure” when assigning the LAEKE, TAE LR, HJORN, or QWAIL Route for all 47 FTW aircraft as it is understood that they shall fly the LAUGHLIN ONE departure to join these routes.

4.3.6.5. CD may read abbreviated clearances for the TALON1 Stereo FP. CD will issue stereo routing, squawk, and/or altitude/route-of-flight if different than stereo routing. **NOTE:** *I.e., “BULLY23, CLEARED TALON1, SQUAWK XXXX”.*

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

4.3.7.1. Climb-out to HJORN: Fly the LAUGHLIN ONE departure, HJORN ROUTE, MAINTAIN 5,000 ft MSL, expect vectors to final. Upon completion of the low approach/touch-and-go to the center runway, all aircraft automatically change to Arrival Control frequency ([Ch. 15](#)).

4.3.7.2. VFR Pattern Entry. RAPCON will instruct aircraft requesting to enter the VFR pattern after an approach to “CLIMBOUT AS PUBLISHED TO TOWER/Lariat/Honcho”.

Once past departure end, maintain 500 ft AGL, squawk appropriate code and contact RSU/Tower, as appropriate.

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

4.3.7.4. RADAR Delay Procedure. Aircraft requesting a RADAR pattern delay prior to departure will call CD and request the “RADAR delay” procedure. Fly the LAUGHLIN ONE departure, HJORN ROUTE, maintain 5,000 ft MSL, expect vectors to final.

4.3.7.5. SYCAMORE Climb-out: When traffic conditions dictate the need for the SYCAMORE climb-out to expedite the flow of traffic, Tower or RAPCON will clear aircraft to “CLIMBOUT AS PUBLISHED TO SYCAMORE”. On RWY 13, at the departure end of the runway, “TURN LEFT HEADING 360, MAINTAIN 3,000 ft MSL, EXPECT VECTORS TO FINAL”. On RWY 31, at the departure end of the runway, TURN RIGHT HEADING 090, MAINTAIN 3,000 ft MSL, EXPECT VECTORS TO FINAL”. Upon completion of the low approach/touch-and-go, all aircraft automatically change to Arrival control frequency (Ch.15).

4.3.7.5.1. The SYCAMORE Climb-out may only be utilized when the Tower controls both the center and outside runways.

4.3.7.5.2. The SYCAMORE Climb-out may be utilized on initial departure, upon pilot request or ATC’s discretion, **ONLY** for RADAR delays.

4.3.7.6. MINNM Climb-out to Facilitate Departure Flow (T-6 only): When traffic conditions dictate the need for the “MINNM Climb-out” to expedite the flow of traffic, Tower or RAPCON will clear aircraft to “CLIMBOUT AS PUBLISHED TO MINNM.” On RWY 13, at the departure end of the runway, TURN RIGHT HEADING 150, MAINTAIN 3,000 ft MSL, expect vectors on course. On RWY 31, at the departure end of the runway, TURN LEFT HEADING 150, MAINTAIN 3,000 ft MSL, expect vectors on course. On climb-out, all aircraft automatically change to departure.

4.3.7.6.1. The “MINNM Climb-out” may only be utilized when the Tower controls both the center and inside runways.

4.3.7.6.2. The MINNM Climb-out will **NOT** be utilized on initial departure.

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

4.3.7.7.1. When departing the pattern on a RADAR breakout, fly heading 045 and maintain VFR at 3,100 ft MSL. When passing the VFR entry point, contact Arrival (Ch.15) and state your request. “ARRIVAL, [CALLSIGN], RADAR BREAKOUT, REQUEST VECTORS ILS/GPS/RANCH AREAS”. If RAPCON is unable to provide an IFR clearance due to area saturation or heavy departure/arrival traffic, RAPCON

shall report unable and state the reason. I.e., “[CALLSIGN], ARRIVAL, UNABLE DUE TO MOA SATURATION, MAINTAIN VFR, CONTACT Lariat”. If RAPCON denies the request, maintain VFR and re-enter Lariat’s pattern through the VFR entry point.

4.3.7.7.2. RAPCON may call Lariat and/or Tower to inform them that they cannot accept RADAR breakouts due to area saturation or during heavy traffic to avoid further airspace congestion. RADAR breakouts will not be conducted if RAPCON has cancelled RADAR delays or automatic/Lariat releases.

4.3.8. Breakout/Go-Around/Missed Approach Procedures:

4.3.8.1. When the ELP airspace is active, and a breakout is necessary for aircraft on final, the aircraft will be instructed to, “FLY RUNWAY HEADING, CLIMB AND MAINTAIN 3,000 ft MSL”.

4.3.8.2. T-6 RWY 13 Del Rio International Airport (DRT) SWERVIN Climb-out (South flow only); Simultaneous Instruments (GPS-B or VOR/DME-A) or better at KDLF: If requesting another RADAR approach, maintain VMC to departure end of runway. At or above 400 ft AGL perform a climbing right turn to 3,000 ft MSL heading 310 or as assigned and contact approach.

4.3.8.2.1. Dual or better at KDLF: If entering Honcho’s pattern after flying the approach, contact approach and cancel IFR. Climb to 2,100 ft MSL and track runway heading until abeam VFR entry. At all times aircrew will maintain West of the Honcho’s 13 RADAR ground track until abeam VFR entry. Squawk 0222 and contact Honcho.

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

4.3.8.3. Offsetting runway. Do not fly over aircraft on the runway below 500 ft AGL unless the aircraft is a full-stop on a RSU controlled runway. If necessary, offset the runway as follows:

4.3.8.3.1. On RWY 13L/31R: Offset and clear to the East of the runway no farther than the closed runway intersection.

4.3.8.3.1.1. If inside four miles and a final turn aircraft creates a conflict, go around at 1,600’ MSL. Align your ground track between the outside runway and the Lariat access road. Clear for aircraft making approaches to the center runway. Inform Lariat/Tower that you are going around between the runways. If Lariat controls, Lariat will notify Tower.

4.3.8.3.2. On RWY 13C/31C: Offset and clear to the East of the runway. Align your ground track between the center runway and the Lariat access road. Watch for aircraft offsetting West of RWY 13L/31R. **NOTE:** *Tower will issue “GO AROUND, (REASON)” and the aircraft is expected to fly IAW this regulation.*

4.3.8.3.3. On 13R/31L: Offset and clear to the West of the runway. Do not fly in close proximity to, West of, or over the Tower.

4.3.9. QWAIL Route Separation Procedures.

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

4.3.9.2. For aircraft on approach to RWY 13C/31C requesting the QWAIL Route, Tower will notify Honcho when the aircraft is approximately four miles on final. Honcho will ensure one minute spacing, measured from the departure end of the runway, between aircraft requesting departure from their runway and aircraft departing on the QWAIL Route from RWY 13C/31C.

4.3.9.3. To comply with MARSA requirements, aircraft departing an RSU controlled runway on the QWAIL Route must remain clear of clouds until the departure control facility establishes radio and RADAR contact, and the aircraft is established on the DLF 133 radial at 9 DME (RWY 13) or the DLF 298 radial at 5 DME (RWY 31).

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

4.3.9.3.2. When the flying status is Instrument, GPS-B, or VOR/DME-A, T-6 aircraft will fly the “Take-Off RWY 13/L/C/R or RWY 31L/C/R Instrument Status” portion of the QWAIL Route depicted in the IFG and IAW [Paragraph 4.12.3](#). Flights are automatically cleared on the default FP unless a change to the clearance is coordinated by the pilot or controlling agency.

4.3.9.3.3. QWAIL Route departures will be terminated when transient arrivals are on 10 NM final. Tower will inform Honcho when to resume QWAIL Route departures.

4.3.10. IFR Departure from RSU Controlled Runways/Patterns.

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

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

4.3.10.3. IFR Release procedures.

4.3.10.3.1. Tower is responsible for initial departure separation.

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

- 4.3.10.3.3. Tower will issue releases as needed and will issue any restrictions to the release as needed to the RSU's (i.e., Maintain 6,000 ft MSL or Low Approach Only).
- 4.3.10.3.4. All released aircraft will conduct a touch-and-go unless otherwise coordinated.
- 4.3.10.3.5. RSU shall notify Tower with a "Resume" call which means departure aircraft is on the go.
- 4.3.10.3.6. Only one aircraft shall be released at any given time.
- 4.3.11. VFR Departure.
 - 4.3.11.1. All aircraft will squawk as assigned and comply with any departure instructions issued prior to takeoff. T-6s departing on VFR FPs will normally depart from the inside runway. If a T-6 desires to depart from the center runway, advise CD.
 - 4.3.11.2. Aircrew will contact departure control for Class C service.
- 4.3.12. IMC Instrument Trail Departures. This refers to 20 second instrument trail for T-38s and T-6s.
 - 4.3.12.1. Aircraft conducting formation IMC instrument trail departures are MARSA with other members of their formation throughout the departure. RAPCON will only provide separation between the formation and aircraft not in the formation. It is imperative that crews adhere to prescribed procedures to maintain vertical clearance from other members of their formation until visual contact can be maintained.
 - 4.3.12.2. When contacting CD, crews will advise ATC of their intention to fly an IMC instrument trail departure. Include the number of aircraft in the formation, i.e., "SWEEP 01, TALON 1, READY TO COPY, FOUR BY 20 SECOND INSTRUMENT TRAIL." When contacting Tower, advise of intentions to conduct the interval takeoff and, if needed, request an altitude block, i.e., "SWEEP 01, READY FOR TAKEOFF, FOUR BY 20 SECOND INSTRUMENT TRAIL, REQUEST BLOCK ALTITUDE (give a specific altitude request)". If a block altitude is requested, Tower must coordinate with the RAPCON for a release.
 - 4.3.12.3. The lead aircraft of the formation will squawk as assigned, and the last aircraft of the formation will squawk 0000 until rejoined. Lead aircraft will contact RAPCON on departure with altitude passing in order to verify Mode C.
 - 4.3.12.4. If assigned an intermediate level off without a block of altitude, lead should coordinate for a block altitude unless visual contact is established within the formation. If RAPCON is unable to assign a block of altitude sufficient for the formation, lead should obtain vectors from RAPCON for separation within the formation or coordinate for separate clearances for each aircraft. If separation of aircraft is ever in doubt, crews should consider squawking 7700 and declaring an emergency. If assigned an intermediate level off in conjunction with takeoff clearance (i.e., "SWEEP 01, CLEARED FOR TAKEOFF, 20 SECOND INTERVAL, CLIMB AND MAINTAIN 6,000' MSL), lead will not accept takeoff clearance without a clearance for a block of altitude unless the formation will have visual contact prior to reaching the level off altitude.

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

4.3.12.6. Once the formation is able to maintain visual contact, notify RAPCON. Rejoin shall be accomplished prior to 50 DME from DLF. Advise RAPCON as soon as possible if the rejoin will be delayed beyond this distance.

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

4.4. Area Procedures.

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

4.4.1.1. While maintaining 3 SM visibility and clear of clouds, 47 FTW aircraft operating in an assigned area in the Laughlin MOAs are provided merging target procedures IAW FAA JO 7610.14. When established in the areas, pilots will advise the controller if unable to maintain 3 SM visibility and clear of clouds. Standard IFR separation will then be provided until the pilot advises 3 SM visibility and clear of clouds can be maintained in the area. As necessary, wingmen will squawk 0000 while in the MOA.

4.4.1.1.1. All 47 FTW assigned aircraft operating within and transiting the confines of the Laughlin 1/2/3 MOAs/ATCAAs are considered participating aircraft and are provided merging target procedures IAW FAA JO 7610.14.

4.4.1.1.2. Aircraft established in MOA areas will be given priority to the maximum extent possible to not interrupt training.

4.4.1.1.3. Non-47 FTW IFR aircraft may, if necessary, transition special use airspace and will be afforded IFR separation.

4.4.1.2. T-38 only. Aircrew will climb and maintain FL230 unless given an intermediate level off at the time clearance direct is given.

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

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

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

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

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

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

4.4.1.5.2. The L2M will be scheduled from first takeoff (any airframe) until 15 minutes prior to Wing Airfield Closure. This MOA will stay open during operating night hours and during the cross-country return window on the weekends to provide an opportunity for additional training and emergency situations where a MOA is required.

4.4.1.5.3. L3M will be scheduled in the same operating window as the L2M for weekday daylight operations and in conjunction with the AMRAAM Area as needed. It will close at official sunset during night weeks unless being utilized in conjunction with the AMRAAM Area.

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

4.4.1.6. Notify ATC of significant changes in your filed MOA delay time, if delaying in the area en-route to a point outside of the terminal airspace. Failure to do so may result in the dropping of the FP from the ATC system.

4.4.2. RANCH and SKI/BURR Area Procedures.

4.4.2.1. RANCH Areas.

4.4.2.1.1. The RANCH areas may be divided as follows:

4.4.2.1.1.1. 9,000-15,000 ft MSL (Low Block).

4.4.2.1.1.2. 16,000-22,000 ft MSL (High Block, Areas 1-4).

4.4.2.1.1.3. 16,000-21,500 ft MSL (High Block, Areas 5-10).

4.4.2.1.1.4. For altimeter settings 29.41 to 28.92 the top of the high RANCH Areas 1-4, will be capped at 21,000 ft MSL and the top of the high RANCH Areas 5-10, will be capped at 20,500 ft MSL.

4.4.2.1.1.5. For altimeter settings 29.42 to 29.91 the top of the high RANCH Areas 1-4, will be capped at 21,500 ft MSL and the top of the high RANCH Areas 5-10 will be capped at 21,000 ft MSL.

4.4.2.1.1.6. If a High or Low block is not specified, clearance includes full block

(9,000-22,000 ft MSL in RANCH Areas 1-4 and 9,000-21,500 ft MSL in RANCH Areas 5-10). If assigning a block, RAPCON will state “CALLSIGN, CLEARED RANCH XX {HIGH/LOW}.”

4.4.2.1.1.7. If cleared to a low block, additional level-off altitudes or altitude restrictions will be given by RAPCON.

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

4.4.2.1.3. 87 FTS Solo students should request RANCH Areas 5-10.

4.4.2.1.4. Expect an area assignment or further clearance prior to 45 DME on HJORN departure or 54 DME on TAE LR or LAE KE departures. Upon reaching FL230, proceed direct to the assigned area.

4.4.2.1.5. When within the lateral limits of the area request climb/descent into assigned area. **Exception:** If already established at an altitude that is within assigned area altitude block and cleared a MOA by ATC, aircrews do not need to request entry clearance into the area. When within the lateral and vertical limits of the area, aircrews do not need to report established. Automatically switch to area discrete frequency.

4.4.2.1.6. Crews may request an intermediate altitude en-route to an area. **NOTE:** *Intermediate altitudes may require additional vectoring from RAPCON to avoid active areas.*

4.4.2.1.7. Not Utilized.

4.4.2.1.8. Not Utilized.

4.4.2.1.9. RAPCON will not monitor the RANCH Discrete (**Ch. 10**) but may try to contact aircrews on discrete if necessary. All aircrews will switch to **Ch. 9** to initiate communication with RANCH Control.

4.4.2.2. SKI/BURR Areas.

4.4.2.2.1. The SKI areas may be divided as follows:

4.4.2.2.1.1. 7,000-12,000 ft MSL (Low Block).

4.4.2.2.1.2. 15,000-22,000 ft MSL (High Block).

4.4.2.2.1.3. For altimeter settings 29.41 to 28.92 the top of the high areas will be capped at 21,000 ft MSL.

4.4.2.2.1.4. For altimeter settings 29.42 to 29.91 the top of the high areas will be capped at 21,500 ft MSL.

4.4.2.2.1.5. When being cleared to an area, RAPCON will state “CALLSIGN, CLEARED AREA XX {HIGH/LOW}”. A High/Low Area can be requested and will include 7,000-22,000 ft MSL. When being cleared to a High/Low Area, RAPCON will state “CALLSIGN, CLEARED AREA XX HIGH LOW.”

4.4.2.2.1.6. Unless otherwise directed, the normal area uses are: Contact – 1, 2, 6, 7, 9, and 10; Instrument – 3, 4, and 5 (Instrument East), 9 and 10 (Instrument South); Formation – 3, 4 and 5; any type of sortie can use Area 8.

4.4.2.2.2. On the PIIPE Route once at or beyond 15 DME or on the FORDE Route established on the 15 DME arc and level at 13,000 ft MSL, aircrew may proceed direct to the lateral limits of the assigned area unless otherwise specified by RAPCON. When within the lateral limits of the area, or adjacent to the area on the assigned transition, request climb/descent and/or left/right turn into the area. When within the lateral and vertical limits of the area, automatically switch to area discrete frequency.

4.4.2.2.3. BURR Area Procedures:

4.4.2.2.3.1. Expect an area assignment or further clearance prior to HJORN on the departure.

4.4.2.2.3.2. Upon reaching FL230, proceed direct to the assigned area. When established within the lateral limits of the area, aircraft will request descent into the assigned area.

4.4.2.2.3.3. Crews may request an intermediate altitude en-route to an area. ***NOTE:** Intermediate altitudes may require additional vectoring from RAPCON to avoid active areas.*

4.4.2.2.3.4. RAPCON will not monitor the discrete frequency but may contact aircrews on that frequency (Ch. 11), if necessary. All aircrews will switch to Ch. 12 to initiate communication with SKI Control.

4.4.2.2.3.5. If available, formations should use both BURR 1 & 2, either HIGH or LOW to facilitate training. Aircrew will put this in the remarks section of the filed DD1801.

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

4.4.2.3.1. Aircrew must receive clearance from RAPCON for climb or descent into all RANCH areas. If clearance is not received prior to reaching the lateral limits of the area, a request must be made on the appropriate frequency.

4.4.2.4. The following control instructions will be issued by RAPCON for T-6 aircraft operating in SKI Areas and recovering via the RIO-1 procedure.

4.4.2.4.1. If descent in an assigned SKI Area is required by RAPCON (14,000 ft MSL, 6,000 ft MSL, or as otherwise assigned) the following phraseology shall be used: “CALLSIGN, CLIMB/DESCEND AND MAINTAIN (altitude), THEN CLEARED RIO-1 PROCEDURE”.

4.4.2.4.2. If climb/descent in an assigned SKI Area is not required by RAPCON and direct routing is desired or expected, the following instructions will be issued: “CALLSIGN, CLEARED DIRECT OTULE, CROSS OTULE AT (altitude), CLEARED RIO-1 PROCEDURE”.

4.4.3. MTR/SR Operations.

4.4.3.1. RAPCON will control entrance times for Instrument Routes (IRs) to maintain at least 10 minutes separation between aircraft.

4.4.3.2. Scheduling MTRs.

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

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

4.4.3.3. Aircrew Responsibilities.

4.4.3.3.1. If it appears ground delays will preclude meeting your entry time, coordinate for a revised entry time through the Duty Desk/Supervisor. On initial departure, be prepared to give RAPCON your entry time and planned exit point/time for local IR routes.

4.4.3.3.2. VR165/VR187. For local sorties when LAFB's weather is less than 1,500 ft AGL/3 SM, the squadron supervisor may approve flying these routes provided the aircrew arrive at LAEKE with divert fuel.

4.4.4. High Area Procedures (PECOS):

4.4.4.1. Scheduling. The 87 FTS Duty Desk is the scheduling location for the PECOS areas 1 – 4, including PECOS LOW/HIGH Simulated Air Refueling Tracks. PECOS area scheduling will be on a first come, first served basis.

4.4.4.2. ZHU is the controlling authority for the PECOS ATCAAs. Signing out the PECOS ATCAAs at the duty desk does not constitute clearance to enter the ATCAAs. Aircrew delaying in the PECOS LOW or HIGH for Simulated Air Refueling should request PECOS 2 & 4, both on the filed DD1801 as well upon contact with ZHU. Aircrew will request desired altitude block and delay times prior to entering the PECOS ATCAAs. Once joined up, air refueling formations will maneuver to remain in PECOS 2 & 4. PECOS 3 may be available upon request.

4.4.4.3. PECOS Area Recoveries. Coordinate with ZHU prior to leaving PECOS assigned areas for an arrival to LAFB, transition to a RANCH or BURR Area, or further IFR clearance. Inform ZHU if the aircraft will be departing the PECOS separately or as a formation. Depending on where aircraft are in PECOS when the handoff to DLF arrival frequencies occurs, aircrew may be directed to proceed to and execute a local area arrival for descent planning purposes (i.e., WEBBOX-4, DEVILS-2, etc.)

4.4.4.4. FCF Sorties. FCF MDS aircraft utilizing PECOS Areas 1 or 2 will call the appropriate MDS duty desk to ensure airspace deconfliction, as required. FCF aircraft will coordinate requested area and block altitudes for PECOS with ZHU while on departure, as required. Aircraft that require flight-check or high-speed descents transitioning from the PECOS areas to RANCH areas will advise ZHU of request and required descent altitude into the RANCH areas before beginning the maneuver. Expect a handoff from ZHU to RANCH, who will give aircraft a RANCH area assignment. Make any additional RANCH area/altitude requests with RANCH control before beginning descent maneuver.

4.5. Recovery and Approach Procedures.

4.5.1. LAFB Arrival fixes. Aircraft recovering from off-station may file to any of the coded arrival fixes published in the IFG.

4.5.1.1. For recoveries from the PECOS Area, request any arrival or a RANCH or BURR area.

4.5.1.2. For recoveries from the BURR Area, request the WEBOX-4 arrival at an altitude above 14,000' MSL.

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

4.5.3. Canceling IFR.

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

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

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

4.5.4. Approach Procedures.

4.5.4.1. The FAA defines the T-38 as single-piloted aircraft. As a result, all locally assigned aircraft will be shipped to Tower's frequency at 10 NM final regardless of weather conditions. This is to allow crews to call for the barrier without switching frequencies on the runway.

4.5.4.2. VOR approaches may not be flown at LAFB unless Tower controls the center and inside runways.

4.5.4.3. Circling Approaches. Request a circling approach from Arrival Control. Circling approaches will not be conducted when either RSU controls a VFR pattern. When commencing the circle on the RNAV (GPS-B) or VOR/DME-A, increase to and/or maintain 200 KIAS until 1 NM prior to MINNM. Conditions permitting, pilots should not slow to final approach airspeed outside of 3 NM from SWANT or HKMAL.

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

4.5.4.4.1. Established in the RADAR pattern.

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

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

- 4.5.4.5.1. When a T-6 on approach is planning to enter the T-6 RSU pattern, Tower will notify Honcho when the aircraft reaches 4 NM on the approach.
- 4.5.4.5.2. Aircraft attempting to enter the VFR pattern after completion of an approach to the center runway will contact Lariat, Honcho or Tower (whoever controls the pattern) with position and request closed/crosswind (i.e., “Lariat/Honcho/TOWER, (CALLSIGN), CENTER, REQUEST CLOSED/CROSSWIND”). T-6 entries to the outside runway pattern from the center runway are allowed only when T-38 flying operations are not impeded and Tower controls the outside runway.
- 4.5.4.5.3. RSU response:
- 4.5.4.5.3.1. “CENTER, CLOSED APPROVED or CENTER, CROSSWIND APPROVED”. Fly the pattern approved by the RSU.
- 4.5.4.5.3.2. “CENTER STANDBY/CONTINUE STRAIGHT AHEAD”. Maintain runway heading and VFR at or below 1,600 ft MSL until clearance is received.
- 4.5.4.5.4. TOWER response IAW FAA JO 7110.65: “CALLSIGN, CLOSED TRAFFIC APPROVED or CALLSIGN, LEFT/RIGHT CROSSWIND APPROVED”. Fly the approved pattern as depicted in IFG. “CALLSIGN, EXTEND UPWIND/CONTINUE STRAIGHT AHEAD”. Maintain runway heading and VFR at or below 1,600 ft MSL until clearance into the pattern is received.
- 4.5.4.6. RADAR Vectors to Initial Procedures. RAPCON shall provide vectors to Initial IAW FAA JO 7110.65 for all transient aircraft and to local aircraft upon request.
- 4.5.4.7. Vectors to Center Runway Instrument Approach. Request “(type approach), [DRAG], (type landing), [RADAR/TOWER/FULL STOP].” Expect vectors to instrument final.
- 4.5.4.8. Straight-In to the Center Runway. Request “STRAIGHT-IN, [DRAG], [RADAR/TOWER/FULL STOP]”. Expect vectors (IFR) to 10 DME final for arrival sequencing. Once the runway is in sight, the pilot may report the field in sight and request a visual alignment. If visual alignment is approved, maintain your own terrain obstruction clearance, descend to 3,000’ MSL and remain outside of 10 DME until aligned with final. At 10 DME, or when told to contact Tower, descend to 2,100’ MSL, maintain VMC, and contact Tower with position, type landing, and intentions to follow (i.e., “[Callsign], 10 DME, TOUCH-AND-GO, TOWER” etc.).
- 4.5.4.8.1. Local Straight-In approaches are conducted under VFR; they may be flown regardless of the flying status if the weather is at least 1,500’ AGL/3 miles. At 10 DME, or when told to contact Tower, IFR is automatically canceled unless the pilot states otherwise. The pilot will advise the controller if VFR cannot be maintained at this point so that the IFR clearance can be retained, and a suitable instrument approach clearance issued.
- 4.5.4.9. Drag Procedures. Lead advises Approach Control they will drag the wingman one mile in trail on final by including the term “DRAG” in their radio calls. Maintain standard formation until approaching 9 DME. Once commencing the drag, the wingman will squawk 0000. Do not “DRAG” back to RADAR without prior coordination from RAPCON

and Tower. Visual separation must be maintained between aircraft until on departure and RAPCON issues individual clearances for each aircraft.

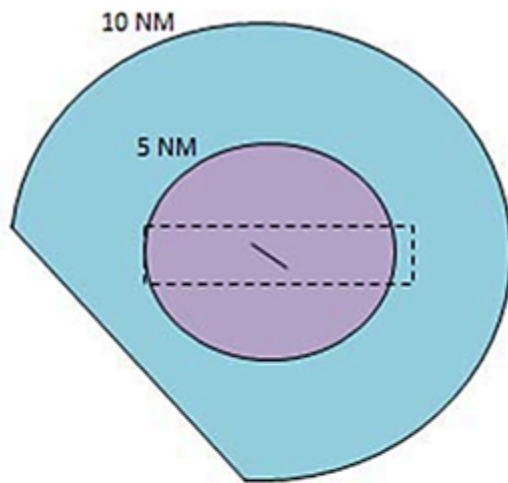
4.5.4.9.1. When Tower clears a formation to land (i.e., “[Callsign] FLIGHT, cleared to land.”), that clearance is for ALL aircraft in the flight. Therefore, the wingman will not request landing clearance unless it is different from the desired action and clearance given by Tower (i.e., touch-and-go, full stop).

4.5.4.10. Side-Step/Split-to-Land. Requests for Side-Step or Split-to-Land must be made as soon as possible with RAPCON when planning to Return to Base (RTB). RAPCON must obtain approval from Tower by 15 flying miles to avoid last minute changes to landing runway assignments.

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

4.6. Pattern Procedures.

4.6.1. Restrictions. Protection of the LAFB Civilian Corridor (Figure 4.2.). Unless performing an ELP, regardless of status, all aircraft will cross 2 DME at or below 3,000 ft MSL for all departures from LAFB unless otherwise approved by ATC. Aircrew should avoid the civilian corridor along Hwy 90, 6.4 NM East to 5 NM West transitioning through Class C airspace between 3,600 ft MSL and 4,500 ft MSL. This corridor is for general aviation aircraft to transit safely through the local operating area.

Figure 4.2. LAFB Civilian Corridor and Class C Airspace.**ASW TX C LAFB, TX**

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

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

The Civilian Corridor is airspace 6.4 NM East to 5 NM West transitioning through Class C airspace between 3,600-4,500 ft MSL. This corridor is for general aviation aircraft to transit safely through the local operating area and provides separation from Laughlin’s departing and arriving traffic.

4.6.2. Pattern breakouts for RWY 13L/31R. Ceiling must be equal to or greater than 3,600 ft MSL to breakout. Request practice breakouts from Tower/Lariat before executing the maneuver. If required or directed to breakout, immediately turn in the direction depicted in the IFG and climb to 3,100 ft MSL before crossing other pattern ground tracks. Make an advisory radio call as soon as practical. “(CALLSIGN), (location), BREAKING OUT”. When clear of outside downwind, make a descending turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.6.3. Pattern breakouts from a Straight-In to RWY 13L/31R. If directed to breakout after descending to 2,100 ft MSL, but prior to 4 NM, turn toward the VFR Entry Point, maintain 2,100 ft MSL and proceed to the VFR Entry Point. Once clear of outside downwind, make a climbing turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.6.4. Pattern breakouts for RWY 13R/31L. Ceiling must be equal to or greater than 3,100 ft MSL to breakout. Request practice breakouts from Tower/Honcho before executing the maneuver. If required or directed to breakout, immediately turn in the direction depicted in the IFG and climb to 2,600 ft MSL before crossing other pattern ground tracks. Make an advisory radio call as soon as practical (i.e., “(CALLSIGN), (location), BREAKING OUT”). When

clear of outside downwind, make a descending turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.6.5. Pattern breakouts from a Straight-In RWY 13R/31L. If directed to breakout after descending to 1,600 ft MSL, but prior to 2 NM, turn toward VFR Entry Point, maintain 1,600 ft MSL and proceed to VFR Entry Point. Once clear of outside downwind, make a climbing turn onto the VFR entry leg as depicted in the IFG. Follow the procedures for pattern entry from the VFR Entry Point.

4.7. T-6 Emergency Landing Patterns (ELPs).

4.7.1. The ELP Sector is in Class C airspace and may be released by the RAPCON to Honcho/Tower for practice ELPs. Practice ELPs do not take precedence over IFR traffic transiting this airspace. ELPs shall only be authorized for 47 FTW T-6 aircraft. ELPs shall follow the same ground track as the standard Overhead pattern.

4.7.2. ELP at LAFB (above Lariat/Honcho Sectors: 3,100-4,100 ft MSL within 3 NM of LAFB), Tower/RSU shall request to activate ELP Sector upon initial T-6 request for ELP. Weather minimum for High Key in ELP Sector at LAFB is a ceiling 500 ft above High Key, remaining between 3,600-4,600 ft MSL, and a reported flight and ground visibility of at least 3 SM. When established in the LAFB pattern, High Key will be requested on initial. High Key may be requested with Tower/Honcho from any point in the pattern if there are no more than three aircraft in the pattern. RAPCON shall take control of ELP airspace when an aircraft is approaching the civilian corridor or VFR entry from the East and shall not authorize ELPs to resume until the aircraft is clear of the ELP sector. ELPs may be flown to the outside runway provided Tower has control of the runway and there are no T-38s in the pattern.

4.7.3. ELP at Wizard (SFC-4,000 ft MSL Wizard), direct High Key may be requested from any position provided there are no more than five aircraft in the pattern. Weather minimum for High Key in ELP Sector at Wizard is 500 ft above High Key, remaining between 3,500-4,500 ft MSL, and a reported flight and ground visibility of at least 3 SM. All ELPs at Wizard will be flown to the West.

4.7.4. SFOs are not authorized at LAFB.

4.7.5. RAPCON control of ELP Airspace.

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

4.7.5.2. If RAPCON must assume the ELP Sector without prior notification (e.g aircraft departing DRT without notice, entering LAFB's Class C airspace), RAPCON will call Tower/controlling RSU and state, "REQUEST IMMEDIATE RELEASE OF THE ELP SECTOR". If the ELP Sector is sterile, the Tower/RSU will immediately release the ELP sector to RAPCON.

4.7.5.3. If there are aircraft in the ELP Pattern between initial and High Key or between High Key and Low Key, then the Tower/RSU will immediately advise RAPCON of aircraft

in the ELP pattern. RAPCON will ensure transitioning aircraft remains outside of Class C airspace.

4.7.6. ELP Terminology: “CALLSIGN, INITIAL, REQUEST HIGH KEY”. Tower/RSU will respond with “REPORT HIGH KEY”: Clearance to 3,600-4,100 ft MSL. “(CALLSIGN), HIGH KEY”: Directly over the runway at 3,600-4,100 ft MSL. “REPORT LOW KEY”: Clearance from Tower/RSU to fly to Low Key. “(CALLSIGN), LOW KEY GEAR DOWN”: Abeam the intended touchdown point. If required for sequencing, Tower/RSU will direct holding/orbit at High Key, “(CALLSIGN), ORBIT HIGH KEY”: Holding will be in the same direction as pattern to be flown. If no response from Tower/RSU at High Key, aircrew will orbit and reattempt contact. Aircraft will only depart High Key from Overhead the field and after receiving approval from Tower/RSU. “REQUEST LOW KEY”: On departure leg (same as requesting closed). “LOW KEY APPROVED”: Clearance from Tower/RSU to fly to low key. “(CALLSIGN) HIGH DOWNWIND”: 2,600 ft MSL on inside downwind. Aircrew wishing to go to Low Key via Initial will report “(CALLSIGN) INITIAL FOR LOW KEY”. After entering the break, the aircrew will climb to 2,600 ft MSL and proceed to Low Key. The crew will not climb until they are in the break. ELP cut-off points and restrictions:

4.7.6.1. Straight-In traffic shall be outside of 5 NM final or within 2 NM final when clearing out of High Key.

4.7.6.2. The minimum separation standard between successive ELP aircraft is the second aircraft may not be cleared out of High Key until the preceding aircraft reports Low Key.

4.7.6.3. No aircraft will be cleared for takeoff on the same runway the ELP is being conducted to once the ELP aircraft departs Low Key.

4.7.6.4. Aircraft conducting a closed traffic maneuver to the same runway as the ELP must be turning base prior to the ELP aircraft leaving High Key.

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

4.8.1. Coordination Requirements.

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

4.8.1.2. Any aircraft inbound to Wizard after Wizard becomes Sterile must add AHC to the end of their radio call or they will be denied entry to Wizard due to AHC operations, i.e., “Callsign, passing 2,100 ft VFR to Wizard AHC”.

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

4.8.2. Operations.

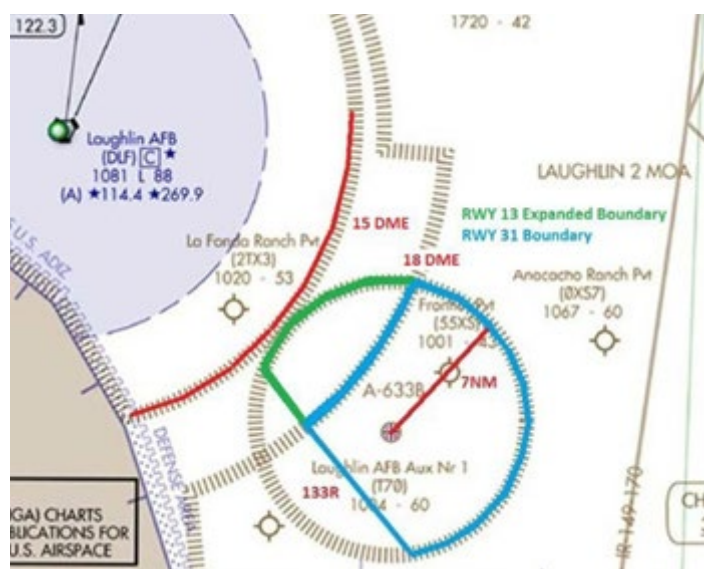
4.8.2.1. Aircraft participating in AHC operations at Wizard will adhere to the following procedures:

4.8.2.1.1. RWY 13: Upon entry into the Wizard pattern, aircrew will be cleared to operate from the surface to 5,500 ft MSL, up to 7 NM from T70 not to proceed West of the DLF 133 radial or inside of 15 DME as shown in [Figure 4.3](#).

4.8.2.1.2. RWY 31: Upon entry into the Wizard pattern, aircrew will be cleared to operate from the surface to 4,000 ft MSL, up to 7 NM from T70 not to proceed West of the DLF 133 radial or inside of 18 DME as shown in [Figure 4.3](#). Further, aircraft requesting to operate at an altitude higher than 4,000 ft MSL will make their request to the Wizard RSU. The Wizard RSU will coordinate with RAPCON for airspace up to 5,500 ft MSL for a measurable time period. If the request is approved, the Wizard RSU will notify the aircrew that they are approved to climb. If the request is denied, the RAPCON will advise the Wizard RSU of the approximate delay until the request can be granted. After the appropriate passage of time, the Wizard RSU crew will again query RAPCON with their airspace request. RAPCON can either approve the request or advise Wizard RSU of the new estimated delay.

4.8.2.2. If at any time, these procedures are required to be modified due to real world constraints, RAPCON will advise the Wizard RSU of the airspace that their participating AHC aircrew are allowed to operate within with no further coordination with RAPCON. Aircrew are still responsible for visual separation with locally assigned and civilian aircraft.

Figure 4.3. AHC Airspace.



4.9. Night Patterns. T-38s shall not operate in the night VFR pattern simultaneously. There are no restrictions to the night RADAR pattern.

4.9.1. NITE RYDER Procedure (Anti-Laser Illumination Procedure). During periods of increased laser illumination events during night operations involving T-38s, the following guidance is intended to ensure proper procedures for T-38 aircraft and Laughlin ATC while conducting the NITE RYDER Procedure. NITE RYDER operations are at the discretion of the 47 OG/CC. This will be standard procedure for all T-38 nighttime VFR operations.

4.9.1.1. T-38 pilots shall conduct the NITE RYDER Procedure during nighttime VMC conditions. T-38 pilots shall return to LAFB from ZHU. On initial contact with the

approach controller the pilot shall use the following phraseology: (T-38 Pilot) "LAUGHLIN APPROACH, BULLY92 INBOUND TO LAUGHLIN AT (ALTITUDE), REQUEST NITE RYDER PROCEDURE." (Controller) "BULLY92, LAUGHLIN APPROACH, DEPART (Fix)/CLEARED, DIRECT ZAMGO DESCEND AND MAINTAIN (ALTITUDE), CROSS ZAMGO AT 4,000, CLEARED NITE RYDER PROCEDURE." **NOTE:** *The T-38 PIC can request an instrument approach during night VFR operations if their student syllabus requires the approach, and the approach was not accomplished at their FP destination.*

4.9.1.2. For RWY 31 the T-38 will cross ZAMGO at 4,000 ft MSL direct to MIKEL then cross MIKEL at or above 3,500 ft MSL. MIKEL is the automatic IFR cancelation point. The aircraft will depart MIKEL direct KNYTE at 3,000 ft MSL. KNYTE is the automatic frequency change point to tower. Over MIKEL the pilot will advise ATC if they cannot maintain VMC conditions. Once the pilot advises they cannot maintain VMC conditions the controller will ask the pilots intentions.

4.9.1.3. For RWY 13 the T-38 will cross ZAMGO at 4,000 ft MSL direct to KITTT then cross KITTT at or above 3,500 ft MSL. KITTT is the automatic IFR cancelation point. The aircraft will depart KITTT direct HOFFR at 3,000 ft MSL. HOFFR is the automatic frequency change point to tower. Over KITTT the pilot will advise ATC if they cannot maintain VMC conditions. Once the pilot advises they cannot maintain VMC conditions the controller will ask the pilots intentions.

4.10. Bird Hazard Operations.

4.10.1. Every low-level and off-station sortie briefing will include current Avian Hazard Advisory System (AHAS) information. If any portion of the route/destination is forecast SEVERE based on Bird Avoidance Model (BAM), check the Soaring Bird Forecast Model (SOAR) risk data column on the United States Avian Hazard Advisory System (USAHAS) website and utilize that risk for mission planning purposes instead. If SOAR or Next Generation RADAR (NEXRAD) are forecast to be SEVERE, plan another route/destination/mission if possible. If no other options exist, or the operations supervisor can confirm with destination that the Bird Watch Condition (BWC) is less than SEVERE, crews may continue planning to the destination. Flights will brief and utilize risk mitigation techniques. Aircrew will follow any further restrictive guidance IAW their 11-2MDS v3 series, if applicable.

4.10.2. If flying an MTR that is forecast SEVERE, enter the route as high as practical while avoiding forecast bird activity altitudes. If bird activity is not observed to be SEVERE, pass this information to the SOF as soon as practical and a descent to lower altitude is acceptable. If bird activity is SEVERE, abort the route and broadcast on FSS (Ch. 17/255.4) or appropriate common/tactical frequency, "Attention all aircraft on (MTR), (Callsign) on (frequency), aborting (route) at (geographic location) due to birds". Advise the appropriate Ops Sup as soon as possible after leaving the route. Ops Sup will then inform the SOF.

4.10.3. If significant bird activity is reported on an MTR, the SOF may close the route or portions of the route to 47 FTW aircraft. Such restriction will be passed via ATIS and the squadron duty desks. To reopen the route, a minimum of 1 hour must pass from the time it was reported SEVERE. The SOF will assign a wing aircraft to inspect the route. The aircraft will fly as high as practical within the route structure while avoiding previously reported/forecast

altitudes of significant bird activity. Once bird activity can be determined the aircraft will make a report/recommendation to the SOF. The SOF will then either re-open the route or leave restrictions in place.

4.10.4. BWCs can be found in the Laughlin BASH section of AP/1.

4.10.4.1. MOAs. When BWC SEVERE, change the flight profile to avoid bird activity and report conditions to the SOF.

4.10.4.2. Low-Level Routes. When BWC SEVERE, abort the route and implement procedures IAW [Paragraph 4.10.3](#).

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

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

4.10.7. The RSU will advise aircrew of the BWC upon initial contact. No BWC will be transmitted during BWC LOW. Changes in the Bird Watch Status and/or information will be broadcast by all controlling agencies.

4.11. Flying Statuses.

4.11.1. Refer to [Figure 4.4](#) and [Figure 4.5](#) for a depiction of local status requirements.

4.11.2. Aircraft flying statuses are intended to give aircrew the information necessary to conduct their missions safely and effectively. The criteria listed below are not all encompassing; the SOF may need to improvise to adequately cover unusual circumstances. In such cases, the SOF should use clear language (i.e., T-6s, divert to DRT).

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

4.11.4. Status Changes.

4.11.4.1. When the SOF directs a status change, the SOF will notify all participants in accordance with the SOF QRC.

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

4.11.4.3. RAPCON will broadcast status changes on all local area frequencies and have aircraft acknowledge by IDENT. If the flying status is Weather Recall, Weather Divert, or if there is a change in alternate, RAPCON will broadcast the status change and the nearest

suitable alternate on guard. Additionally, RAPCON will direct an airborne aircraft to announce the status change to low level aircraft when necessary.

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

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

4.11.5.2. Pattern Only.

4.11.5.3. Gusty Wind Procedures. See applicable aircraft directives.

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

4.11.5.5. If the RIO-1 Procedure is not available due to low ceilings in the vicinity of the RIO ground-track, but the Honcho/Tower pattern is available (Dual or Restricted Patterns), the SOF may direct T-6 recoveries to the center runway via an instrument approach. The aircrew may then request the option to turn crosswind to Honcho (i.e., RATLR 01 requests vectors visual alignment to RWY 13C option to Honcho). Conditions must allow for T-38 recoveries without use of the center runway (T-38 status cannot be Straight-In Only).

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

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

4.11.6. T-6 Flying Status Criteria for RWY 13.

4.11.6.1. Unrestricted. Weather conditions allow full use of the MOA and Honcho's pattern. Crosswinds are within solo limits. Solo students can maintain visual reference with the ground during departure, area work, and recovery. Honcho controls the T-6 pattern. **NOTE:** *A ceiling of 4,600 ft MSL is required for High Key operations.*

4.11.6.2. Solo. Weather is equal to or better than 3,100 ft MSL/5 SM. Crosswinds are within solo limits and Honcho controls the T-6 pattern. This status must be followed by a suffix indicating the specific restriction(s) to solos. Example suffixes (not all- inclusive) are:

4.11.6.2.1. Formation Only. Formations maintain VMC at all times with sufficient ground references to visually navigate to, from, and within the assigned areas.

4.11.6.2.2. Pattern Only. Solos are restricted to Honcho's pattern or Wizard when in "Solo Status."

- 4.11.6.2.3. Low Areas Only/Inner Ring Only. Solos are limited to the specified areas and can maintain visual reference with the ground during departure, area work, and recovery.
- 4.11.6.3. Dual. Weather is equal to or better than 3,100 ft MSL/3 SM. No solo student sorties are allowed. Tower may retain the inside runway (on [Ch 4](#) to alleviate frequency congestion) for controller proficiency.
- 4.11.6.4. Restricted Patterns. Weather is equal to or better than 2,600 ft MSL/3 SM. No solo student sorties allowed. Pattern entry is via initial takeoff, Straight-In from RADAR entry, or closed/crosswind from the center runway. No breakout capability exists. Only eight aircraft are allowed in the pattern.
- 4.11.6.5. Simultaneous Instruments. Instrument approaches are conducted to the center and the inside runways simultaneously. The SOF will announce the T-6 and T-38 statuses as: Simultaneous Instruments. Weather is equal to or better than 2,100 ft MSL/3 SM. T-6s will recover to LAFB via the RNAV (GPS-B) or VOR/DME-A approach. T-38s will recover via ILS, Localizer (LOC), or visual approach to the center runway. RAPCON approval, with SOF coordination, is required for T-6s to utilize the center runway for approaches. MARSA applies to 47 FTW aircraft recovering simultaneously via the RNAV (GPS-B) or VOR/DME-A and approach to RWY 31C.
- 4.11.6.5.1. Weather is equal to or better than 2,100 ft MSL/3 SM. T-6s will recover to LAFB via the RNAV (GPS-B) or VOR/DME-A. T-38s will recover via ILS, LOC, or visual approach to the center runway. RAPCON approval, with SOF coordination, is required for T-6s to utilize the center runway for approaches.
- 4.11.6.5.2. MARSA applies to 47 FTW aircraft recovering simultaneously via the RNAV (GPS-B) or VOR/DME-A and approach to RWY 13C.
- 4.11.6.6. Alternating Instruments. Weather is equal to or better than suitable approach minimums. All aircraft will return for an instrument approach. Multiple RADAR patterns are allowed during like-aircraft window with RAPCON approval. RAPCON will coordinate with Tower to control RADAR/traffic pattern separation.
- 4.11.6.6.1. Local mission T-6/T-38 aircraft will not request recovery until the beginning of their respective instrument period and should land prior to the expiration of their respective instrument period. The squadron Ops Sups will inform the SOF of the coordinated instrument periods. The SOF will ensure a 10-minute buffer separates the changeover from one aircraft period to another.
- 4.11.6.6.2. RAPCON and Tower shall coordinate multiple approaches with SOF concurrence.
- 4.11.6.7. Stop Launch. All local launches are stopped, and duty desks will stop stepping crews. The reason, expected duration, and instructions for airborne aircraft may be included. Out & back and cross-country sorties may be launched with SOF approval after coordination with the Tower WS.
- 4.11.6.8. Weather Recall. The SOF has the option to full stop all aircraft or to recall aircraft to the VFR/RADAR pattern. The weather recall and change in flying status and the nearest suitable alternate will be announced on guard. Airborne aircraft will immediately

discontinue their profiles and await sequencing for recovery. While awaiting sequencing, aircraft will climb to the top of their assigned altitude block and hold at maximum endurance airspeed. Solos will receive first priority followed by aircraft close to divert fuel. Fly the recovery at 250 KIAS. Once all aircraft have landed, the status reverts to Standby. If recalled to the pattern, status reverts to the appropriate status with a pattern only suffix once all aircraft are established in the pattern. RAPCON will direct one aircraft in the MOA announce the weather recall on guard to ensure all local aircraft receive the recall.

4.11.6.9. 47 OG Recall. Aircraft will recover using Weather Recall procedures but will fly normal airspeeds and refrain from contacting the SOF unless special handling is required.

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

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

4.11.6.12. Wizard Status. With the exception of the runway direction, Wizard's status is independent of Honcho's and may be one of the following: Closed, In Place, Restricted Patterns Uncontrolled, Uncontrolled, Restricted Patterns, Dual, Solo in the Pattern, or AHC Sterile. Weather criteria are the same as for Honcho's pattern except Solo in the Pattern at Wizard requires a minimum of 3,100 ft MSL/5 SM for RWY 13 and must allow VFR en-route to Wizard and on the RIO-1 Procedure while maintaining visual reference with the ground. The SOF will determine via PIREPs if the weather en-route to Wizard is suitable for a status of Solo in the Pattern. Some coordination with RAPCON may be required to recover the solos VFR. High Key operations require a ceiling 500 ft above High Key, remaining between 3,500- 4,500 ft MSL, and a reported flight and ground visibility of at least 3 SM.

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

4.11.7. T-6 Flying Status Criteria for RWY 31.

4.11.7.1. Unrestricted. Same as RWY 13.

4.11.7.2. Solo. Same as RWY 13.

4.11.7.3. Restricted Patterns. Same as RWY 13.

4.11.7.4. Simultaneous Instruments. Same as RWY 13.

4.11.7.5. Alternating Instruments. Same as RWY 13.

4.11.7.6. Stop Launch. Same as RWY 13.

4.11.7.7. Weather Recall. Same as RWY 13.

4.11.7.8. 47 OG Recall. Same as RWY 13.

4.11.7.9. Standby. Same as RWY 13.

4.11.7.10. Terminated. Same as RWY 13.

4.11.7.11. Wizard Status. Same as RWY 13 except Solo in the Pattern at Wizard requires a minimum of 5,500 ft MSL/5 SM for RWY 31. This allows VFR en-route to Wizard (via the Hwy VFR Procedure) and on the RIO-1 Procedure back to Honcho's pattern. The SOF will determine via PIREPs if the weather en-route to Wizard is suitable for a status of Solo in the Pattern. Some coordination with RAPCON may be required to recover the solos VFR.

4.11.8. T-38 Flying Status Criteria for RWY 13.

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

4.11.8.2. Weather Solo. Weather is equal to or better than 5,000 ft AGL/5 SM with clouds no more than 2,000 ft thick (IAW AFI 11-2T-38 Volume 3, T-38 Operations Procedures). On a case-by-case basis with Ops Supervisor and SOF approval, post-transition check ride solo students are allowed outside the pattern (formation and transition), including solo out & back missions. Solos will not level off or cruise in any IMC.

4.11.8.3. Solo. Weather is equal to or better than 3,600 ft MSL/5 SM. Crosswinds are within solo limits. This status must be followed by a suffix indicating the specific restriction(s) to solos. Example suffixes (not all-inclusive) are:

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

4.11.8.3.2. Pattern Only. Solos are restricted to Lariat's pattern.

4.11.8.4. Dual. Weather equal to or better than 3,600 ft MSL/3 SM. No solo student sorties allowed.

4.11.8.5. Restricted Patterns. Weather is equal to or better than 3,100 ft MSL/3 SM. No solo student sorties are allowed. Pattern entry may be via straight in from the ZADOM procedure, or, if once established on the ZADOM procedure and the weather permits VFR cloud clearances to the pattern entry point, pilots may cancel IFR and enter via Straight-In from West Fork (RWY 13) or Fort Clark (RWY 31). Entry may also be made from initial takeoff or closed/crosswind from the center runway. Tower will normally control the outside runway during Restricted Patterns status or lower. A maximum of eight aircraft are allowed in the pattern. No breakout capability exists.

4.11.8.6. Restricted Patterns Straight-In Only. Weather is equal to or better than 2,600 ft MSL/3 SM. No Overhead patterns are allowed. Low closed patterns are allowed. Crosswind and outside downwind will be flown at 2,100 ft MSL. Entry is limited to crosswind from initial takeoff or the center runway. A maximum of six aircraft are allowed in the pattern. Entry is limited to crosswind from initial takeoff or the center runway. No breakout capability exists.

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

4.11.8.8. Alternating Instruments. Same as T-6 status criteria for RWY 13.

4.11.8.9. Stop Launch. Same as T-6 status criteria for RWY 13.

4.11.8.10. Weather Recall. Same as T-6 status criteria for RWY 13.

4.11.8.11. 47 OG Recall. Same as T-6 status criteria for RWY 13.

4.11.8.12. Standby. Same as T-6 criteria for RWY 13.

4.11.8.13. Terminated. Same as T-6 status criteria for RWY 13.

4.11.9. T-38 flying status criteria for RWY 31. T-38 statuses for RWY 31 are the same as for RWY 13 with the following exception:

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

Figure 4.4. Flying Status Chart, LAFB.

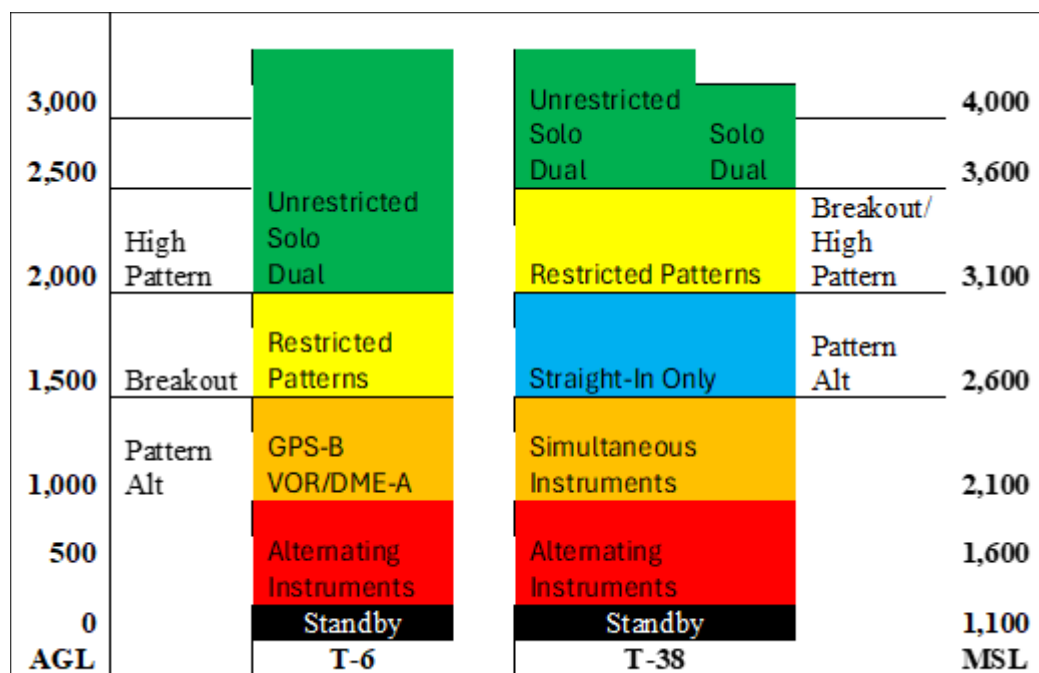


Figure 4.5. Flying Status Chart, Spofford Field (Wizard).

3,000					4,000
2,500					3,500
2,000	High Pattern	Solo Dual	Uncontrolled	Breakout/ High Pattern	3,000
1,500	Breakout	Restricted Patterns	Restricted Patterns Uncontrolled	Pattern Alt	2,500
1,000	Pattern Alt				1,500
500					
0		In Place/Closed	In Place/Closed		1,000
AGL		Wizard Controlled	Wizard Uncontrolled		MSL

4.12. Instrument Status Procedures.

4.12.1. When the weather precludes aircraft from having a traffic pattern (i.e., less than 1,500 ft AGL/3 SM), the SOF will coordinate with the Squadron Sups for an Instruments status.

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

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

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

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

4.12.5.1. Alternate fuels for weather phenomena. If the SOF directs that aircraft carry alternate fuels for predictable weather phenomena, the SOF may elect to allow aircraft to burn down below alternate fuel in the VFR or RADAR patterns. This will allow local aircraft to be positioned to land in an expeditious manner but still continue to train. In the

case of winds potentially gusting out of limits or forecast to be out of limits, aircraft will land at or above alternate fuels.

4.12.5.2. Divert Fuels depicted in the IFGs are based on departing LAFB from the missed approach point, climbing to the depicted altitude, cruising (no wind), descending, and landing at the divert base with AFI 11-202 v3 fuel reserves. Aircrew must adjust recovery fuel to compensate for winds and traffic density to ensure adequate fuel reserves are available.

4.13. Pattern Check Procedures.

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

4.13.2. Aircraft will not climb above 3,100 ft MSL (except T-6s on initial to check ELP weather up to 4,100 ft MSL) and will make every effort to maintain pattern ground track. Checks outside the pattern and any made during an instrument status must be coordinated through the Tower, and RAPCON.

4.13.3. Aircrew inadvertently entering IMC conditions will maintain current altitude and heading, squawk emergency, and contact RAPCON. When the observation is reported below 1,000 ft AGL/3 SM, pattern checks are not authorized.

4.14. Noise Abatement.

4.14.1. Flying over Del Rio below 3,000 ft MSL is prohibited (except T-6s flying the RADAR entry ground track from Rio to RWY 13R and recovery from DRT into VFR entry).

4.14.2. Aircraft will not over fly base housing below 2,100 ft MSL (1,000 ft AGL). **Exception:** This restriction does not apply during the closed pull-up or while accomplishing the circling portion of the RNAV (GPS-B) or VOR/DME-A approach.

Chapter 5

ABNORMAL/MISCELLANEOUS PROCEDURES

5.1. Miscellaneous.

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

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

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

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

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

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

5.1.2.2. RWY 13 Operations. Due to the different taxiway locations of both South aerodrome hot brake areas, they will continue to be referred to by all personnel as the TWY Echo and TWY Golf hot brake areas. In these locations, aircrew must taxi their aircraft nose wheel onto the center of the 1 ft x 3 ft yellow hot brake painted block with the aircraft pointed into the wind. FD reaction protocol, including the mandatory 30-minute monitoring period, is the same as RWY 31 operations. With a hot brake aircraft at the TWY Golf hot brake area, all RWY 13C/13L aircraft must clear the respective runway at a

taxiway other than TWYs Golf or Hotel as appropriate. For hot brake aircraft on the TWY Echo spot, RWY 13R landing aircraft must clear that runway at a taxiway other than TWY Echo.

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

5.1.4. External Stores Drop Area. Under VFR conditions, pilots will be instructed to make an approach to the active runway at 1,600 ft MSL and, when approaching the field, to fly a ground track directly over the intersection of the closed runways. They will be instructed to release external stores over the intersection of the closed runways. Under IFR conditions, pilots will be instructed to fly an approach to the active runway. When breaking out of the weather, the pilot will be instructed to climb or descend to 1,600 ft MSL (or the highest usable VMC altitude below 1,600 ft MSL), then follow the VFR procedures listed above.

5.1.5. Fuel Dumping. Ground fuel dumping is not permitted at LAFB. If required, aerial fuel dumping will be conducted IAW FAA JO 7110.65.

5.1.6. Bailout Procedures. Pilots initiating a controlled bailout will maintain assigned altitude or a minimum of 3,100 ft MSL and proceed direct to the Laughlin VORTAC. Pilots will depart the VORTAC heading 043. The controlled bailout point is DLF 043 radial at 4 DME heading 043.

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

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

5.2. Airfield Equipment Contingencies.

5.2.1. RSU Comm-Out Procedures.

5.2.1.1. In the event of RSU electrical/radio failure, the RSU controller will use light gun signals to direct aircraft on final to “GO AROUND”. The aircraft sent around will transmit “The RSU has lost power, contact Tower”. The controller will contact Tower via hotline, landline telephone, or cellphone as soon as possible to complete a verbal handoff of the runway. Tower will make an announcement on guard as they assume control of the affected runway. All aircraft will switch to Tower (**Ch. 5**) for instructions. The normal RSU pattern ground track will be flown. Aircraft in the pattern have the option to depart, full-stop, or

fly straight-through on Initial. No touch-and-go landings will be flown and launches into the patterns will be terminated. Tower may be required to suspend pattern entries from the RADAR entry point. Aircrew denied entry at the RADAR entry point should expect vectors for a Straight-In to the center runway.

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

5.2.1.3. If a Wizard RSU radio failure is noted through light gun signals by any T-6 aircrew, advise the SOF and any other aircraft in the pattern. Transition to uncontrolled airfield Wizard operations.

5.2.2. Non-RADAR Operations.

5.2.2.1. In the event RAPCON loses RADAR, it is a major limiting factor in the ability to provide expeditious air traffic control service. Any deviations from the procedures outlined below, or in the IFGs, require SOF and RAPCON WS coordination. Due to TERPS criteria, certain routes are not usable when RAPCON's RADAR is not operational. In this case, aircrew can expect alternate departure instructions.

5.2.2.2. Use of Rocksprings (RSG) L-Band Long-Range (LLR) RADAR Feed.

5.2.2.2.1. If the LAFB RADAR fails, the RAPCON will use the RSG LLR feed. The RAPCON WS may request to stop departures until RADAR coverage has been established from the RSG LLR feed. Operations may be resumed after the RAPCON WS advises the Tower WS.

5.2.2.2.2. Aircrew should expect delays when using the RSG LLR feed due to the requirement to increase standard RADAR separation for both departures and arrivals (refer to FAAO JO 7110.65 for separation requirements).

5.2.2.2.3. If the RAPCON is unable to establish RADAR coverage from the RSG LLR feed, the non-RADAR procedures in this section will be followed.

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

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

5.2.2.3.2. RAPCON will broadcast the RADAR outage on all frequencies. All IFR FPs for aircraft departing for, or arriving from, the MOAs will automatically be canceled. Aircraft will maintain VFR and follow the applicable procedures in this section and sub paragraphs. If unable to accept cancellation of IFR, immediately advise RAPCON.

5.2.2.3.3. All MOA operations will cease when the RAPCON is operating non-RADAR. Aircraft will immediately transition to the RADAR-out boundaries and altitudes as described/depicted in the IFGs.

5.2.2.3.4. RAPCON will direct all T-38s en-route to the RANCH areas to descend to 17,500 ft MSL and maintain VFR. Advise controller if unable to maintain VFR.

5.2.2.3.5. Airborne departures en-route to destinations outside LAFB's airspace will continue on their IFR departure route or as coordinated with ZHU.

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

5.2.2.4. After RAPCON and all airborne aircraft transition from RADAR to non-RADAR environment, departures may resume (after SOF/ATC coordination) according to the non-RADAR procedures contained in this publication and depicted in the IFGs. If a status of Restricted Patterns for T-6s or Dual or better for T-38s cannot be maintained, then flying may resume under a limited instrument operation where only one type aircraft will be flown, and all operations immediately revert to IMC non-RADAR operations.

5.2.2.5. VMC Non-RADAR Operations.

5.2.2.5.1. VFR Procedures to Wizard or Aircraft Going Into ZHU Airspace.

5.2.2.5.1.1. Radio procedures remain the same, except CD will not "clear" aircraft for coded departure procedures. CD will issue "MAINTAIN VFR" on coded departure clearances (i.e., "JUMP44 MAINTAIN VFR ON THE LAUGHLIN ONE DEPARTURE, TAE LR ROUTE").

5.2.2.5.1.2. T-38s will fly only the TAE LR or LAE KE ROUTE at 17,500 ft MSL.

5.2.2.5.1.3. T-6s will fly the QWAIL Route at 13,500 ft MSL and GRANDE-TWO procedure at 4,500 ft MSL.

5.2.2.5.1.4. RWY 13: WIZARD-VFR departure will be flown at 2,100 ft MSL.

5.2.2.5.1.5. RWY 31: WIZARD-VFR Transition will be flown at 5,500 ft MSL.

5.2.2.5.2. Departure Procedures for Aircraft Going Into ZHU Airspace on an IFR FP.

5.2.2.5.2.1. T-6s will file a normal FP. CD will issue detailed departure instructions unless the pilot has filed for one of the departure procedures.

5.2.2.5.2.2. T-38s will file a normal FP requesting a Standard Instrument Departure (SID).

5.2.2.5.3. VFR Arrival Procedures.

5.2.2.5.3.1. T-6 aircraft fly the RIO-1 Procedure at 6,500 ft MSL or 14,500 ft MSL.

5.2.2.5.3.2. T-38 aircraft may fly the BRIDGE-2 or DEVILS-2 Arrivals and proceed direct West Fork/Fort Clark once below 8,500 ft MSL. WEBOX-4 and PRIER Recoveries proceed direct West Fork/Fort Clark once below 6,500 ft MSL. ZADOM procedure fly depicted ground track to West Fork/Fort Clark.

5.2.2.5.3.3. Requests for IFR approaches require SOF/RAPCON approval and will be allowed only on a traffic-permitting basis. Aircraft can expect one approach to a full-stop.

5.2.2.6. IMC Non-RADAR Operations.

5.2.2.6.1. IFR Departure procedures.

5.2.2.6.1.1. The only IFR published departure route authorized under IFR non-RADAR conditions is the HINKO-1 Departure for both RWY13/31. All other published departure routes require operational RADAR and are not authorized for IFR when the RADAR is out of service. IFR Departures are NOT authorized from RWY 13R/31L.

5.2.2.6.1.2. T-6s/T-38s will file a normal FP requesting a HINKO-1 SID. CD will issue detailed departure instructions.

5.2.2.6.2. IFR Arrival Procedures. All aircraft will recover via the WEBBOX-4 Arrival or the PRIER-2 Arrival (RNAV equipped only) for an instrument approach to the center runway and full-stop.

5.2.3. Laughlin VORTAC-Out Procedures. Procedures affecting locally assigned aircraft only apply when the entire VORTAC is out of service. If the TACAN/DME portion is out of service, aircraft will use GPS substitution for DME and the VOR for course guidance. If the VOR is out of service, aircraft will use the TACAN/DME for all procedures.

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

5.2.3.2. MARSA Procedures in [Paragraph 4.2](#) shall still apply to locally assigned aircraft conducting simultaneous same direction operations. Aircrew shall use GPS/DME to determine when passing the MARSA termination point.

5.2.3.3. Departures.

5.2.3.3.1. T-6/T-38 aircraft departing LAFB filed via (TAE LR, LAE KE, HJORN or HINKO-1) will be issued the following from CD:

5.2.3.3.2. RWY 13: "CLEARED TO (Destination) VIA RUNWAY HEADING, AT 5 NM TURN LEFT HEADING 350, EXPECT RADAR VECTORS TO (CCMGO, COBAM, ROSPE, as appropriate) THEN AS FILED, ON DEPARTURE CLIMB AND MAINTAIN (Altitude), CROSS 5 NM AT OR ABOVE 3,600 FT MSL..."

5.2.3.3.3. RWY 31 "CLEARED TO (Destination) VIA RUNWAY HEADING, AT 5 NM TURN RIGHT HEADING 010, EXPECT RADAR VECTORS TO (COBAM, ROSPE, as appropriate), ON DEPARTURE CLIMB AND MAINTAIN (Altitude), CROSS 5 NM ABOVE 3,600 FT MSL..." **NOTE:** *Aircraft filed via LAE KE on RWY 31 are not required a turn. Their clearance is "CLEARED TO (Destination) VIA RUNWAY HEADING, EXPECT RADAR VECTORS TO CMMGO..."*

5.2.3.3.4. T-6 departures on the inside runway: If the field is on a VFR status, depart VFR. Fly the filed procedure IAW known ground track using visual references and/or on-board navigation equipment. When ceilings are below 1,500' AGL, on RWY 13R proceed direct MAVRK, then direct QWAIL. On RWY 31L, proceed direct AMSTD, then left turn direct KDRT, passing 5,000' MSL then direct QWAIL.

5.2.3.4. After the aircraft begins its initial vector and is sufficient distance from the airfield as to not conflict with additional LAFB departures, controllers shall clear the aircraft direct the initial fix then to the final fix of their departure route as follows:

5.2.3.4.1. LAE KE Routing: Cleared direct CMMGO then direct LAE KE.

5.2.3.4.2. TAE LR Routing: Cleared direct COBAM then direct TAE LR.

5.2.3.4.3. HJORN Routing: Cleared direct ROSPE then direct HJORN.

5.2.3.4.4. HINKO-1 Departure: Cleared direct ROSPE then direct HINKO.

5.2.3.5. Local Area and MOA Operations. T-6/T-38 aircraft shall utilize GPS to substitute for all DME and ADF procedures. If equipment limitations prevent the effective use of GPS to substitute for ground-based NAVAID failure(s) then advise ATC, alternate instructions shall be issued. Simultaneous Instrument Status is not authorized.

5.2.3.5.1. T-6 Procedures. When ceilings are below 1,500' AGL, T-6s will recover via ILS or LOC. When ceilings are below 2,000' AGL but greater than or equal to 1,500' AGL, T-6s will recover via RIO-1 as primary means. T-6s may fly the ILS or LOC as T-38 traffic permits.

5.2.3.5.2. T-6s will expect all routing to SKI Areas via PIPE. FORDE routing is not authorized.

5.2.3.5.3. North/South Transition off GRANDE-2 departure from Wizard is not authorized.

5.2.3.5.4. T-38 Procedures. If able to maintain VFR, recovery may be made via Fort Clark or West Fork. Recovery to the center runway shall be made via RADAR vectors to visual alignment or an instrument approach. If unable to maintain VFR, recover via RADAR vectors to an instrument approach.

5.2.3.6. Off-Station Operations: T-6 & T-38 Procedures.

5.2.3.6.1. Depart runway heading and expect RADAR vectors to the filed departure fix (LAEKE, TAE LR, HINKO-1). Local departure crossing restrictions still apply, i.e., "CLEARED TO LAFB VIA RUNWAY HEADING, THEN RADAR VECTORS. EXPECT TAE LR ROUTE."

5.2.3.6.2. Expect recovery (from ZHU) via clearance to LAEKE, TAE LR, WEBX, or PRIER as defined by GPS, followed by direct LAFB for RADAR vectors.

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

5.2.3.6.4. If unable to maintain VFR, recover via RADAR vectors to an instrument approach. T-6s may request RADAR vectors for the RNAV (GPS-B) or VOR/DME-A if conditions permit.

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

5.2.3.8. Lost Communications and VORTAC-Out Procedures.

5.2.3.8.1. T-6 Procedures.

5.2.3.8.1.1. If able to maintain VFR: Aircraft will squawk 7600 and descend within the assigned area VFR to an appropriate VFR altitude. T-6s will fly direct OTULE, remaining East of the Rio Grande, and then proceed inbound via the RIO ground track to the active inside runway and land.

5.2.3.8.1.2. If unable to maintain VFR: Squawk 7600. T-6s, if capable, fly the ILS approach, using GPS to substitute for DME, to the active center runway and land. For T-6s, if already established on an approach, continue the approach and land. If unable to land, divert. For missed approach, execute missed approach procedures. Upon reaching 5,000 ft MSL divert to an appropriate alternate IAW normal procedures and land. Aircrew unable to meet the above conditions will divert to an appropriate alternate airfield. Comply with the IFG and/or the Flight Information Handbook (FIH) as appropriate (see [Paragraph 5.34.](#)). Use extreme caution when transiting through or near local practice areas.

5.2.3.8.2. T-38 Procedures.

5.2.3.8.2.1. If able to maintain VFR: Squawk 7600 and descend within the assigned area VFR to an appropriate VFR altitude below 9,000 ft MSL and comply with the IFG Basic VMC Radio-out Procedure (BVRP) (see [Paragraph 5.34.](#)). Proceed to West Fork/Fort Clark as appropriate and land.

5.2.3.8.2.2. If unable to maintain VFR: Squawk 7600. If already established on an approach continue the approach and land. If unable to land, divert. For missed approach, execute missed approach procedures. Upon reaching 5,000 ft MSL divert to an appropriate alternate IAW normal procedures and land. Aircrew unable to meet the above conditions will divert to an appropriate alternate airfield. Comply with the IFG and/or the FIH as appropriate. Use extreme caution when transiting through or near local practice areas.

5.2.4. Airfield Lighting Malfunctions.

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

5.2.4.2. 47 CES will operate the airfield lighting when the Control Tower is closed, evacuated, or equipment malfunction prohibits the Tower from operating the lights. All lighting will be turned on and set to the highest intensity or changed upon Tower's request. The BMC contractor has a 30-minute response time Mon-Fri from 0730-1630L and a 1-hour response time outside of the previously stated window.

5.2.4.3. Runway Lighting Failure. In the event of partial runway lighting failure, AMOPS will review the Quick Reaction Checklist (QRC) and send appropriate NOTAMs as necessary. If the lighting is not usable per the QRC, the system must be turned off. Upon

being told of partial runway lighting failure, the 47 OG/CC will determine if continued flying operations are warranted. If the 47 OG/CC determines that the affected runway is usable, AMOPS will notify the 47 CES Operations Flight (47 CES/CEO) to delay work until further advised.

5.2.5. Back-Up Generator Operation.

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

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

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

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

5.4.1. Retreat Flyby Procedures. Refer to DAFI 11-209 Laughlin AFB SUP, *Aerial Event Policy and Procedures*, for Retreat Flyby Procedures. AMOPS will publish a local NOTAM one day prior to this event, i.e., RETREAT FLY-BY PROCEDURES IN EFFECT (TOT -45 MINUTES UNTIL TOT +5 MINUTES).

Figure 5.1. Retreat Flyby Procedures.

Retreat Flyby Procedures	
TOT —45 Minutes	Airborne aircraft will be notified by the appropriate controlling agency of the TOT. These announcements will continue at 10-minute intervals.
TOT – 35 Minutes	All aircrew in the Honcho pattern plan to full-stop or depart the pattern prior to TOT – 20 minutes. RSU pattern entries are discontinued until TOT + 5 minutes when operations resume on RWY 13R/31L.
TOT – 20 Minutes	Honcho will direct full-stop landings, if required, to ensure all aircraft have landed or departed. Aircraft in the pattern should be on the ground or departing.
TOT – 15 Minutes	RWY 13R/31L operations suspended for the remainder of the Flyby Period.
TOT – 5 Minutes	**Runway 31 Operations Only**: QWAIL Departures from RWY 31C cease.
TOT + 5 Minutes or SOF/WS direction	Operations resume on RWY 13R/31L.

5.4.2. Sterile Periods. There will be no locally assigned airborne aircraft within 15 DME of LAFB other than the aircraft involved with the event during the sterile period. If an emergency aircraft needs to land during the sterile period, the SOF will consider canceling or delaying the aircraft part in the event.

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

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

5.4.3. Quiet Periods. Quiet period start time is 5 minutes prior to the event/TOT, and normally lasts for 30 minutes.

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

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

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

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

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

5.4.5.2. The following are specifically permitted during the ceremonial period: Straight-In approaches to any runway including RWYs 13R/31L via the RIO-1 Procedure, taxi back to chocks, engine start and taxi out.

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

5.5. Opposite Direction Operations.

5.5.1. Opposite direction traffic at LAFB is not permitted during Specialized Undergraduate Pilot Training (SUPT) operations without SOF approval unless the situation is time critical, and safety of flight related.

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

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

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

5.6. Helicopter Procedures.

5.6.1. Arrival (Local Flying in Progress). Helicopters filed into LAFB VFR when local flying is in progress are normally vectored to the DLF 173/5 and released to Tower at or below 1,600 ft MSL to stay below the local traffic patterns. Tower instructs the helicopter to make a Straight-In approach to the Tower and to break off the approach to land at a designated location. Tower will notify the RSU(s) when the helicopter is 5 NM out; the RSU will announce applicable information to aircraft in their pattern and make pattern adjustments to restrict aircraft operations to at or above 2,100 ft MSL until notified by Tower to resume normal operations.

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

5.6.3. Departures. Tower instructs helicopters leaving VFR to depart southbound, maintain at or below 1,600 ft MSL until 5 NM from DLF, and to contact RAPCON unless otherwise coordinated. Tower coordinates the departure route with the RSU(s) before the helicopter's departure. Tower will contact RSU(s) approximately 5 minutes prior to helicopter departure and restrict RSU operations to at or above 2,100 ft MSL before clearing the helicopter for takeoff. After the helicopter departs Tower will notify the RSUs when it is 5 NM from the field.

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

5.7. Air Ambulance Flights.

5.7.1. Priority aircraft (MEDEVAC and AIR EVAC/ HOSP/AirLife/AirMed/AirCare on request) en-route to/from LAFB, Del Rio International, Val Verde Regional Medical Center helicopter pad, etc. occasionally require transitioning through LAFB's Class C airspace and practice area. This may occur with little or no warning. These aircraft have priority over all aircraft except emergencies.

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

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

5.7.4. AirLife Procedures. The affected RSU will direct all aircraft to climb to/maintain pattern altitude and carry straight-through Initial prior to the ETA to allow the priority aircraft to transition their airspace. When all pattern aircraft are established at or above 2,100 ft MSL, the affected RSU(s) will advise Tower that the pattern is raised. Tower will then approve the priority aircraft to cross the Class C airspace at or below 1,600 ft MSL. All pattern aircraft must remain at or above 2,100 ft MSL until termination of AirLife procedures. In the event an RSU controlled aircraft needs to land while AirLife procedures are in effect, the RSU will

coordinate with Tower. Tower will then provide traffic de-confliction between the dissimilar aircraft.

5.7.5. When deemed by the Tower WS that the priority aircraft is no longer a conflict to the RSU pattern, Tower will notify the RSU(s) to terminate AirLife procedures.

5.7.6. LAFB Arrivals and Departures.

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

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

5.8. VOR-A at Del Rio International (DRT).

5.8.1. The VOR-A approach into Del Rio International Airport require special handling, as they conflict with the T-6 RSU patterns. VOR approaches will be given as a last option. A civilian aircraft requesting these approaches will be offered an alternate approach or the visual if the weather is at or above 1,900 ft AGL at DRT (DRT field elevation is 1,002 ft MSL).

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

5.8.3. Control Actions. RAPCON will de-conflict VOR-A with T-6 traffic. RSU Actions for the VOR-A. The T-6 RSUs empty their patterns; all aircraft must depart the pattern or full stop. Notify RAPCON when complete.

5.8.4. Conflicts. If conflicts in the RSU patterns cannot be resolved by the ETA, the T-6 RSUs will advise RAPCON of this and provide RAPCON with an expected time for these conflicts to be resolved. RAPCON will not allow the aircraft on the approach to depart the VOR inbound until the RSU conflicts are resolved.

5.9. Transient Aircraft Procedures.

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

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

5.9.1.2. RAPCON will notify Honcho and Lariat when a large or heavy aircraft is approaching 20 flying miles. Honcho and Lariat will issue wake turbulence advisories to aircraft in their respective patterns.

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

5.9.1.4. If a transient heavy aircraft is preparing for departure, Tower will call Honcho to stop QWAIL departures. When the heavy is cleared for takeoff and begins rolling, Tower will call Honcho and Lariat with "[CALLSIGN], HEAVY, DEPARTURE ROLL". Honcho and Lariat will note the time and resume takeoffs after two minutes have passed

(RWY 31 in use – Honcho must apply three minutes). No call from Tower is needed to resume. Each RSU is responsible for keeping track of the time that has passed. Honcho will wait for TOWER to resume QWAIL departures.

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

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

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

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

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

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

5.9.6. The only IFR published departure routes authorized for transient departures are the LAUGHLIN ONE, expect RADAR vectors to next point, and the HINKO-1 Departures for both RWY 13C/31C. All other published departure routes are for 47 FTW aircraft only.

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

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

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

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

5.11. Runway Change (RC) Procedures.

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

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

Figure 5.2. Runway Change Sequence of Events.

SOF Requests Runway Change	- SOF advises the Tower WS of the RC. Tower is the coordinating agency. Tower will notify RAPCON, AMOPS, and Fire Emergency Services Flight of the RC. AMOPS will notify CE Customer Service that Barrier Maintenance needs to be in place NLT RCT-20. - The SOF notifies the existing RSU crews, Squadron Sups, and 47 OG/CC of the RC. - The Tower and RAPCON will broadcast the RC on all frequencies (including an initial call on guard by RAPCON) at 10-minute intervals. - New RSU crews will depart to ensure they are in place NLT RCT -5 minutes. Advise the SOF when ready to assume pattern responsibilities. If new RSU crew is not available, then coordinate for Tower to take the pattern while the current crew relocates. - Tower notifies the RSUs at regular time intervals
RCT-30	- The Tower and RAPCON will broadcast the RCT on all frequencies including an initial call on guard by RAPCON at 10-minute intervals.
RCT-25	- Confirm Barrier Maintenance has been notified and will be in place by RCT-20. RESTRICTED PATTERN STATUS ONLY: If necessary, instruct all aircraft on the outside runway to either full stop or depart. All aircraft should be down/departed to allow for barrier reconfigurations.
RCT-20	- Allow Barrier Maintenance and AMOPS runway access to reconfigured barriers. Operations are suspended until AMOPS resumes operations.
RCT-15	- Stop all aircraft from taxiing for departure. Hold aircraft in the area until RC complete.
RCT-10	RESTRICTED PATTERN STATUS ONLY: If necessary, instruct all aircraft on the inside runway to either full stop or depart. All aircraft should be down/departed by RCT-2.

RCT-5	-Taxiing to the new runway will begin at Tower's discretion when no conflicts will occur. -Tower confirms new RSU crews are in place. If the RSU crew will not be in place for the new runway at RCT, Tower will know they have to take control of the runway upon RC completion. -Aircraft inside 10 DME will continue to a restricted low approach (500 ft AGL) to the center runway. Aircraft outside 10 DME will be vectored to the new runway. -Aircraft at entry points will hold at their respective entry points until RC complete. -T-6 aircraft do not depart OTULE for the new runway until RC complete. -Lariat will coordinate with Tower for aircraft requiring full-stop.
RCT-2	- Tower/RSUs direct all pattern traffic to fly straight-through Initial (no closed patterns). Aircraft that have initiated the break will continue their pattern. - Takeoffs are discontinued. - RAPCON will vector T-38s for a Straight-In to the new landing runway. - Tower retains control of the center runway.
RCT-0	- Tower informs AMOPS, RSUs, and RAPCON that RWY 13/31 is now in use. - Barriers are reconfigured. - The new RSUs and Tower direct all pattern aircraft to climb to the breakout altitude and exit in sequence as depicted in the applicable IFG. - Tower/RSUs broadcast landing instructions for the new runway change. DUAL OR BETTER STATUS: The new RSUs and Tower direct all pattern aircraft to climb to the breakout altitude and exit in sequence.

5.12. Not Utilized.

5.13. Suspended/Closed Runway Operations.

5.13.1. AMOPS, Tower, SOF, or RSUs will suspend runway operations when any unsafe condition affects runway operations. Only AMOPS has the authority to close a runway IAW DAFMAN 13-204 v2.

5.13.1.1. In the event AMOPS suspends operations on any portion of the airfield, the broadcast will be made via the Ramp Net, i.e., "LAUGHLIN GROUND, AIRFIELD 3, OPERATIONS SUSPENDED ON RWY XXX/TWY X, (STATE REASON)."

5.13.2. When the flying status is Instruments, Tower controls all runways and will direct landing information to aircraft. During runway closures, consideration should be given to closing the airfield to transient aircraft and/or diverting inbound aircraft.

5.13.3. It is essential that a radio call on guard is made to ensure all aircraft are aware of the situation. Tower will notify AMOPS if the Tower, SOF, or RSUs suspend runway operations. If AMOPS suspends runway operations, they will notify the Tower. AMOPS will perform a FOD check and will advise Tower when normal operations are resumed. Runway operations will not be resumed unless approved by AMOPS. The SOF will ensure that both affected RSUs are aware of the suspension. RAPCON will broadcast the suspended runway operations call on guard frequency and will include whether an alternate is required (i.e., "RWY 13C

OPERATIONS ARE SUSPENDED, NEGATIVE ALTERNATE” or “RWY 13C OPERATIONS ARE SUSPENDED, T-38 ALTERNATE KELLY”.

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

5.13.5. Single Runway Operations.

5.13.5.1. Initial Response.

5.13.5.1.1. The SOF/WS will coordinate to decide if all airframes will go Stop Launch.

5.13.5.1.2. SOF/WS will decide if all landings are full stop only.

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

5.13.5.2. Inside Runway Open. T-6s recover via normal procedures to a full-stop. T-38s divert to a suitable alternate airfield. If necessary, T-38s may have to consider landing on the inside runway or diverting to Wizard (two T-38s maximum at Wizard).

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

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

5.13.6. Dual Runway Ops —Outside Runway Closure.

5.13.6.1. Initial Response.

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

5.13.6.1.2. Lariat will instruct aircraft in the pattern to fly straight-through Initial. If no solo students are airborne, Lariat will relinquish control of the outside pattern to Tower. If solo students are airborne, Lariat will maintain control of the pattern and coordinate with Tower for control of the center runway. Pattern aircraft will not be cleared for a Straight-In on RWY 13C/31C until all aircraft inside 10 DME for the center have been sequenced.

5.13.6.1.3. The SOF will coordinate with Lariat/T-38 Supervisor to determine if any/all T-38 solos should be recalled to the pattern. The SOF will also coordinate with Lariat to determine the number of aircraft in the pattern that need priority to land on RWY 13C/31C based on fuel states below the designated alternate. This information will be passed to the Tower WS to coordinate with RAPCON to determine the ability of aircraft in the RADAR pattern to hold and allow for T-38 recoveries from the outside pattern. Aircraft with fuel states higher than alternate fuel will not be given priority.

5.13.6.1.4. Due to insufficient spacing between runways, base turns may not be flown to the center runway from the outside pattern if the Overhead to the inside runway is active. If the T-6 pattern is active, T-38s will recover via Straight-In full stop or depart the pattern.

5.13.7. Continued Operations. T-38 single runway operations: T-38s and T-6s will coordinate for windows in which to conduct Overhead pattern operations on their respective runways.

5.13.8. Dual Runway Ops – Center Runway Closure.

5.13.8.1. Initial Response.

5.13.8.1.1. SOF/WS will decide if all airframes will go Stop Launch.

5.13.8.1.2. If Side-Step minimums allow, aircraft on final for the center runway will sidestep to the appropriate runway. If traffic does not permit the Side-Step, aircraft on the center will low approach and either request closed to appropriate runway or execute the standard climb-out to RADAR.

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

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

5.13.8.2. Continued Operations.

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

5.13.8.2.2. T-6s normal minimum fuels apply. T-38s will land with divert fuel.

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

5.13.9. Dual Runway Ops – Inside Runway Closure.

5.13.9.1. Initial Response.

5.13.9.1.1. SOF/WS will decide if all airframes will go Stop Launch.

5.13.9.1.2. Honcho will instruct aircraft in the pattern to fly straight-through Initial. If the runway closure is expected to last approximately 20 minutes or less, Honcho will retain control of the pattern and give Tower access to the runway surface. If the runway closure is expected to last longer than 20 minutes, Honcho will coordinate with Tower for landing clearance at Initial, 5-mile Straight-In or established on downwind. Honcho will repeat the landing clearance verbatim with Tower monitoring on the ring line. Honcho will repeat this process for all T-6 solos that need to land on the center runway. Honcho may coordinate for Tower to take control of aircraft in their pattern. Pattern aircraft will not land on RWY 13C/31C until all aircraft inside 10 DME for the center runway have been sequenced. Honcho will advise RAPCON to stop arrivals prior to pattern saturation.

- 5.13.9.1.3. The SOF will coordinate with Honcho/T-6 Supervisor to determine if any/all T-6 solos should be recalled to the pattern. Solo aircraft will remain in Honcho's pattern to land on the center runway under RSU control. All solo students will fly one Overhead to a full stop.
- 5.13.9.1.4. T-6 takeoffs on the center runway when the inside runway is closed will be VFR and comply with MARSA procedures in [Paragraph 4.2.1](#). If the LAUGHLIN ONE departure is desired, crews will make that request with their number one call.
- 5.13.9.2. Continued Operations.
- 5.13.9.2.1. T-6s will continue operations on the center runway. The SOF will coordinate with the T-6/T-38 Supervisor to determine whether to operate under Tower or Honcho control. In the event of a transient aircraft arrival, refer to [Paragraph 5.9](#).
- 5.13.9.2.2. If the T-38 VFR pattern is open, the outside runway can continue to operate under normal Tower/Lariat schedules. If Lariat controls the outside while Honcho is controlling the center, traffic will be sequenced IAW [Paragraph 5.13.7](#). If Lariat controls the outside while Tower is controlling the center, Lariat will operate normally.
- 5.13.9.3. Extended Inside Runway Closure.
- 5.13.9.3.1. When all T-6 solo aircraft have landed, transfer control of the center runway to Tower.
- 5.13.9.3.2. T-6 aircraft under Tower control will plan to fly one pattern to a full stop.
- 5.13.9.3.3. T-38s departing from the center runway will operate. T-6s departing from the center runway will depart VFR and comply with MARSA procedures in [Paragraph 4.2.1](#). Unless prior coordination with Tower has taken place to depart IFR on the LAUGHLIN ONE departure or the QWAIL Route.
- 5.13.9.3.4. If Honcho controls runway RWY 13C/31C:
- 5.13.9.3.4.1. T-6s will land past a simulated threshold abeam TWY Foxtrot when landing on RWY 31C to comply with AETCI 11-204 RSU locations.
- 5.13.9.3.4.2. In the event of an emergency/transient aircraft recovering to LAFB, Tower will coordinate with Honcho to resume control of the runway to land the emergency/transient on the center runway. Honcho will retain control of the inside pattern until the runway can be returned from Tower. If the emergency aircraft disables the center runway, refer to Single Runway Operations in this publication. T-6s will carry straight-through Initial when Tower controlled aircraft are inside 10 mile final until clear of the runway.
- 5.13.9.3.4.3. Instrument approaches will not be authorized.
- 5.13.9.3.4.4. All aircraft landing on the outside runway will contact Ground when clear of the outside and needing to cross the center. Ground will inform crews which agency to contact for crossing clearance. All crews will transmit a holding short call with location and will call when clear of the runway when crossing is complete.

5.14. Operation of the Primary and Secondary Crash Net.

- 5.14.1. The Tower will activate the Primary Crash Network ([Figure 5.4](#)) when:

- 5.14.1.1. There is an aircraft mishap, in-flight, or ground emergency (including Wizard).
- 5.14.1.2. There is a barrier engagement/request.
- 5.14.1.3. There is a bomb threat to aircraft or hangars.
- 5.14.1.4. There is a suspected or actual aircraft hijacking.
- 5.14.1.5. A disaster occurs.
- 5.14.1.6. Receiving information of a Nuclear, Biological, Chemical (NBC) attack.
- 5.14.1.7. Deemed necessary in the interest of safety, security, and resource protection.
***NOTE:** When directed to do so, Tower will activate the Primary Crash Network to support base exercises. All calls will be prefaced with “Exercise, Exercise, Exercise” and will end with “Exercise, Exercise, Exercise, out.”*
- 5.14.1.8. To pass updated information on a previously declared emergency (i.e., the original plan was to taxi clear of the runway and subsequent reports/plans indicate a plan to stop on the runway).
- 5.14.1.9. There is an unauthorized landing at LAFB or Wizard.
- 5.14.2. AMOPS activates the Secondary Crash Network when:
 - 5.14.2.1. Required to relay information verbatim from Primary Crash Phone Activation.
 - 5.14.2.2. In-flight/Ground Emergencies are received from other than the Primary Crash Alarm System (PCAS) sources.
 - 5.14.2.3. FPCON level changes.
 - 5.14.2.4. Disaster Response Force (DRF) activation/recall.
 - 5.14.2.5. Emergency Operations Center (EOC) activation/recall.
 - 5.14.2.6. Notified of bomb threats or terrorist activities.
 - 5.14.2.7. Necessary to relay information critical to aircraft and airfield operations.
- 5.14.3. The Tower will perform the daily Primary Phone check before the airfield opens. AMOPS will perform a daily check of the Secondary Crash Net between 0730L and 0830L or before airfield opening during non-standard flying hours. AMOPS will test the backup Secondary Crash System quarterly.
- 5.14.4. After duty hours, the Facility Security Officer (FSO) is notified by Command Post.

Figure 5.3. Crash Network.

	Primary (Tower)	Secondary (AMOPS)
Flight Surgeon	X	X
AMOPS	X	
Fire Emergency Services Flt	X	X
Security Forces		X
47 CES/Emergency Management		X
Command Post		X

Maintenance		X
Weather		X
MOCC		X
CE Readiness		X

5.15. Emergency Aircraft/Response Procedures.

5.15.1. Pilots who experience an emergency will notify the controlling agency and the SOF time permitting. If the SOF learns of an emergency on his/her frequency or through some means other than the Single Frequency Approach (SFA) discrete frequency, the SOF will notify Tower and RAPCON WSs with available information. The controlling agency (RAPCON/TOWER/RSU) should request the PIC to use the emergency SFA discrete frequency to minimize channel changes and enhance communications. The SFA discrete frequency is an ATC frequency used to issue ATC clearances and control instructions. Command and Control (SOF, Squadron Sups, etc.) may monitor this frequency to maintain situational awareness.

5.15.2. To the maximum extent possible, the SFA discrete frequency should be used for emergency aircraft. During an emergency, Tower shall transfer control of the SFA discrete frequency to Fire Emergency Services Flight personnel once the emergency aircraft has touched down and has seized movement. This procedure allows Fire Services Flight personnel to communicate with the emergency aircraft should an imminent situation arise. Any movement of the aircraft shall be requested with Tower for approval. If for some reason the emergency aircraft is on any other frequency, (i.e., landed on as RSU controlled runway or time did not permit) and it is plausible, the emergency aircraft should be changed to the SFA upon exiting the runway instead of the ground frequency. Upon termination of the emergency, the SFA discrete frequency shall be returned to Tower's control. **NOTE:** *At no time will the Fire Chief/Fire Services Flight personnel/OSC, etc. perform ATC functions or transmit ATC instructions or clearances to aircraft.*

5.15.3. Command and Control agencies shall obtain permission from ATC prior to transmitting on the SFA discrete frequency to communicate with distressed aircraft. Aircrew will remain on this frequency until the aircraft has landed with the Tower and frequency change has been approved. **NOTE:** *At no time will Command and Control agencies perform ATC functions or transmit ATC instructions or clearances to aircraft.*

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

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

5.15.6. RAPCON will notify the Tower of aircraft observed squawking 7700 or 7600. Tower activates the Primary Crash Net for all emergencies (**Figure 5.4**) and will notify the appropriate RSU and the center monitor of emergency aircraft inbound to the center runway. AMOPS will activate the Secondary Crash Net (**Figure 5.4**) on all emergencies. Tower will advise the FD OSC, AMOPS, and TA via broadcasts on CRASH & RAMP NETs when the emergency

aircraft is next to land. Then Tower will notify AMOPS if a runway check is required and if runway operations are suspended.

5.15.6.1. In the event of an accident or emergency at Wizard, the RSU controller/Fire Department/emergency aircraft/other on-scene aircraft will relay the information to the SOF by telephone or direct any local airborne aircraft to relay the pertinent information to the SOF. 5.15.6.2. The RSU controller may act independently of the SOF and take the necessary action to help and advise emergency aircraft when time is critical. In such cases, the RSU controller will tell the SOF of the action as soon as possible.

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

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

5.15.7.2. Emergency T-6 Aircraft Requesting to Land on the Center Runway. Emergency aircraft in the Honcho pattern will normally remain on Honcho's frequency for landing. Honcho will advise Tower when the aircraft is on the midfield outside downwind with pilot's intentions for a 5 NM Straight-In or an Initial pattern. Tower will resolve all traffic conflicts and issue clearance for the aircraft to land on the center runway to Honcho. Honcho will not let the emergency aircraft line-up on the center runway until Tower has given clearance to land. Honcho will advise the emergency aircraft when Tower has cleared them to land on the center runway. Honcho will then broadcast to their pattern aircraft that an emergency aircraft is arriving to the center runway and Honcho will soon only be accepting restricted low approaches at or above 500 ft AGL, or break point straight through at pattern altitude. After broadcasting the advisory, Honcho will resolve all traffic conflicts and relinquish control of the inside runway to Tower. Tower will control the runway surface and Honcho will remain in control of inside runway pattern operations. Honcho will allow subsequent arrivals to the inside runway to conduct restricted low approaches only. If the Tower has not given the emergency aircraft clearance to land by 2 NM or base

turn, Honcho will clear the aircraft to land on the inside runway. Tower will return inside runway access to Honcho as soon as normal traffic may be resumed.

5.15.7.3. Emergency Aircraft Requiring Immediate Clearance to Land on the Center Runway. The RSU controller will issue the following phraseology to the Tower, “IMMEDIATE CLEARANCE TO LAND ON CENTER RUNWAY.” Tower will breakout traffic and issue Honcho landing clearances once all traffic conflicts have been resolved.

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

5.15.7.5. Emergencies in the Lariat Pattern. Lariat will advise the Tower then the SOF when an aircraft in the pattern has declared an emergency. Lariat will tell the SOF and Tower the nature of the emergency, the estimated time of arrival and which runway the aircraft will be landing on. When the aircraft is making its final circuit of the pattern prior to landing, the RSU controller will tell Tower when the aircraft is midfield outside downwind. At this point, Tower (if able) will give clearance to land to the aircraft on the center runway (if needed). Emergency aircraft in Lariat’s pattern will normally remain on Lariat’s frequency for landing unless landing on a Tower-controlled runway and/or Tower has Lariat’s frequency dialed up on the backup radio. Lariat will tell Tower when the aircraft is 9 NM (Straight-In) or in the break (Overhead). Lariat will not let the aircraft line up on the center runway until Tower has given clearance to land. If Tower has not given clearance to land by 4 NM, Lariat will clear the aircraft to land on the outside runway. If a distressed aircraft needs immediate clearance to land on the center runway, the RSU controller will request from Tower “IMMEDIATE CLEARANCE TO LAND.” Tower will breakout its traffic and grant clearance to land as soon as possible. **NOTE:** *If the distressed aircraft will be landing on the outside runway, Tower will stop departures and accept restricted low approaches only when the aircraft is at 4 NM (Straight-In) or in the break (Overhead), to allow accessibility of fire-fighting equipment.*

5.15.7.6. When a distressed aircraft is inbound for landing on the center runway, Tower will stop departures when the aircraft is at 10 DME (or midfield outside downwind in Lariat’s pattern). Emergency situations may dictate the need to stop departures, clear the hammerhead, clear the patterns, etc. if such a situation arises, the SOF will give the appropriate instructions to Tower/RSU(s).

5.15.7.7. If the situation warrants, an RSU controller may coordinate to take control of the center runway.

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

5.15.9. The SOF will relay information to the Fire Emergency Services Flight through the Tower WS as appropriate.

5.15.10. Anytime an aircraft emergency is declared, on or off-station, the PIC will ensure that an AETC Form 645/Form 97, Trend Data Report, is completed in a timely manner and turned into the squadron flight safety officer or wing safety.

5.16. Hot Armament or Hazardous Cargo/Hung Ordinance.

5.16.1. Arrival/Departure. AMOPS notifies the SOF and Tower of the arrival or departure of aircraft with hot armament (guns, missiles, and bombs) or dangerous material on board. Arriving aircraft carrying hot armament landing on RWY 13C will taxi to the South hammerhead across from TWY Hotel. If RWY 31 is in use, aircraft will land and make a RIGHT 180-degree turn and back-taxi to the South hammerhead across from TWY Hotel. Tower will issue progressive taxi instructions if necessary.

5.16.1.1. When clear of the center runway, aircraft will point Southeast in the South hammerhead and shut down. TA and Flight Safety will further assist the aircraft.

5.16.1.2. If unable to taxi to the South hammerhead, TA will park aircraft faced away from populated areas.

5.16.2. Hazardous Cargo. Arriving aircraft carrying dangerous cargo will land and shut down engines on the departure end of RWY 13L. If landing RWY 31R, aircraft will land and make a RIGHT 180-degree turn and back-taxi to the South end of the runway. Aircraft will not operate (run engines) on the closed portions of the airfield.

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

5.16.4. Arm/De-arm Areas. There are no published arm/de-arm areas on the airfield.

5.17. ELT Procedures.

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

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

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

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

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

5.17.4. Command Post will coordinate termination of ELT search with RAPCON when one of the following conditions exist:

5.17.4.1. Source of the ELT was found.

5.17.4.2. All means of search have been exhausted and all aircraft have been examined.

NOTE: *ELTs on 243.0 are most likely military aircraft. If a strong ELT is discovered on 243.0 the origin is probably LAFB.*

5.17.5. ELT Termination.

5.17.5.1. Command Post will notify MOC, AFE upon termination, and ZHU (when RAPCON is closed).

5.17.5.2. RAPCON will notify ZHU, SOF, and Tower of termination.

5.17.6. Request for use of LAFB aircraft in SAR will be forward to the SOF. The SOF will implement OPLAN 506 procedures.

5.17.7. Testing of Beacons. AFE will test beacons only during the first 5 minutes of each hour for a duration of no more than three audio sweeps.

5.18. AOF Emergency Facility Evacuation/Relocation Procedures.

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

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

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

upon vacating the runway (i.e., “LAUGHLIN TRAFFIC, BULLY84, 10 DME ON THE VISUAL STRAIGHT IN RUNWAY 13C, LAUGHLIN”).

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

5.18.2.3. Alternate Tower Equipment Limitations. Airfield lighting can be controlled through CE personnel at the lighting vault with a response time of 15 minutes. ATIS will not be available. In the event of an emergency, AMOPS will be notified via commercial landlines. Primary communications between the alternate Tower and the RAPCON will be via the direct line available in the RSU.

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

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

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

5.18.4. RAPCON Emergency Relocation Procedures: The RAPCON will advise ZHU and broadcast on all frequencies that the RAPCON is evacuating and advise aircraft to maintain VFR, and if unable, to contact ZHU for IFR services. The RAPCON WS will send two qualified controllers (at least one seven level) to the Tower to act as safety observers. Traditional non-RADAR approach control services cannot be provided.

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

5.18.6. AMOPS. AMOPS will evacuate to Bldg. 404, room 224, ext. 5247. AMOPS may be contacted at any time during airfield operating hours via the RAMP NET regardless of location.

5.19. DV Procedures.

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

5.19.2. AMOPS Procedures.

5.19.2.1. Arrival. Upon notification of an inbound DV (Code 7 or above), relay the callsign, type aircraft, DV code, and ETA to Command Post, RAPCON, Tower, TA, 47 FTW Protocol, and Transportation (contact the Security Forces for a Code 4 aircraft or above, contact Weather for a Code 6 or above). Upon initial notification from RAPCON that the DV is inbound and not further than 40 NM from LAFB, notify Command Post and

TA of the location of the aircraft. Upon notification from Tower that the DV is 10 NM from LAFB or next to land, notify Command Post and TA.

5.19.2.2. Departure. As soon as the FP is filed, relay the callsign, type aircraft, DV code, and estimated time of departure (ETD) to Command Post, Tower, RAPCON, and TA. If the scheduled departure time changes make the same notifications, and if there is time, check with RAPCON/ZHU for the clearance. If the clearance has been dropped, resubmit. Upon notification from Tower that the DV aircraft has departed, relay the callsign, actual time of departure, destination, and Estimated Time En-route (ETE) to the Command Post.

5.19.3. Tower Procedures.

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

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

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

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

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

5.20. Protecting Precision Approach Critical Areas.

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

5.20.2. ILS Localizer Critical Areas.

5.20.2.1. When the reported ceiling is less than 800 ft AGL and/or the visibility is less than 2 SM, restrict all aircraft and vehicle operations in the localizer critical area. Do not permit vehicles or aircraft to transit the localizer critical area when an aircraft on the ILS approach is inside the FAF. **Exception:** A preceding aircraft, approaching same runway or another runway, may pass through the area while landing, departing, or exiting the runway; do not allow aircraft to stop within the critical area.

5.20.2.2. When the reported ceiling is less than 200 ft AGL and/or ½ SM visibility, do not authorize vehicle or aircraft operations in or over the area when an arriving aircraft is 1 NM from touchdown.

5.20.3. ILS Glide Slope Critical Areas.

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

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

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

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

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

5.21. Overdue Aircraft.

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

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

5.21.3. AMOPS will request a ramp check at LAFB, Wizard, and Del Rio International through Maintenance Control, TA, Fire Emergency Services Flight, and the Del Rio AFM.

5.21.4. AMOPS will contact ZHU or Leidos FSS and request a communication search.

5.21.5. If the communications search is not successful, AMOPS will comply with OPLAN 506, Airborne SAR Plan, while also participating in EXCOM (Extended Communication Search) and INREQ (Information Requests) search phases as required IAW AFI 13-202, FAA JO 7110.10, and the local checklist located in AMOPS.

5.22. Bomb Threats.

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

5.22.2. Aircraft Threats. IAW FAA JO 7110.65.

5.23. Runway Incursions and CMA Violations.

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

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

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

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

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

5.23.4.2. The airfield driver's license will be revoked. Airfield training must be re-accomplished IAW DAFMAN 13-213 LAFB Supplement.

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

5.23.4.4. The responsible party will be contacted in the event of controlled movement area violation.

5.24. Hijack/Anti-Hijack Procedures. Refer to LAFB OPLAN 502.

5.25. Civilian Aircraft Operations.

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

5.25.2. Per FAAO JO 7110.65, simultaneous same direction operations between RWYs 13C/31C and 13R/31L does not apply to civilian aircraft due to the proximity of runway centerlines.

5.25.3. Civilian Aircraft Arrivals. The following procedures will be used when an authorized civilian aircraft is arriving at LAFB and RWY 13R/31L pattern is in use:

5.25.3.1. RAPCON will notify Tower of inbound civilian aircraft 10 NM from the field.

5.25.3.2. If applicable, Tower will immediately notify Honcho.

5.25.3.3. Upon notification, Tower or Honcho will sterilize RWY 13R/31L pattern or all pattern aircraft will climb to 2,600 ft MSL until the civilian aircraft has landed.

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

5.25.4.1. Tower will notify Honcho when civilian aircraft is ready for departure.

5.25.4.2. Upon the civilian aircraft calling ready for departure, Tower or Honcho will sterilize RWY 13R/31L pattern or all pattern aircraft will climb to 2,600 ft MSL until the civilian aircraft has departed.

5.25.5. Aero Club Operations. LAFB does not have an Aero Club.

5.26. Civilian Aircraft Emergencies.

5.26.1. An emergency landing is not charged a landing fee for use of the field.

5.26.2. An emergency landing shall pay for labor, material, parts, and use of equipment/tools. Refer to AFI 10-1001 and AFI 10-1002 for examples of non-chargeable items.

5.26.3. The pilot-in-charge of the emergency landing aircraft must file a DD Form 2401, Civil Aircraft Landing Permit, explaining the emergency scenario, to be filed with the 47 FTW/CC, and complete a DD Form 2402, Hold Harmless Agreement, available at AMOPS.

5.27. Unauthorized Landings.

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

5.27.1.1. Laughlin Tower or Wizard RSU will activate PCAS. Payment of normal landing fees applies.

5.27.1.2. The pilot-in-command must file a circumstantial landing report and a hold harmless agreement available at AMOPS.

5.27.1.3. An unauthorized landing fee may be assessed to compensate the government for added time, effort, and the risk involved in an unauthorized landing. The decision to charge any fee rests with the 47 FTW/CC.

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

5.27.2.1. Landed without an approved DD Form 2401 on board the aircraft.

5.27.2.2. Landed for the purpose not approved on the DD Form 2401.

5.27.2.3. Obtained landing authorization through fraudulent methods.

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

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

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

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

5.27.2.5.3. All applicable charges have been paid.

5.27.3. AMOPS will activate the Secondary Crash Net and notify AFM/AAFM, and the AOF/CC of an unauthorized landing.

5.27.4. The pilot will complete DD Form 2402 and write the circumstantial report at AMOPS.

5.27.5. Reproduce copies of the pilot's certification.

5.27.6. If necessary, call HAF/A3OJ, Airports Branch, COMM (202) 404-7886/2807, DSN 754-7886/2807 for validation of civil aircraft landing permits.

5.28. RAWS Equipment/NAVAIDs.

5.28.1. LAFB's no-NOTAM preventative maintenance period is published in the US IFR Supplement Flight Information Publication (IFR Supplement).

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

5.28.3. RAWS will coordinate with ATC and/or Weather, and the AOF/CC if RAWS equipment needs to be shut down outside of the Preventative Maintenance Initiative (PMI) times listed in DoD Flight Information Publication IFR Supplement sections B and C-6. After coordinating the downtime, RAWS will notify AMOPS who will issue a NOTAM.

5.28.4. Maintenance workers must receive approval from Tower WS/RAPCON WS/Senior Controller prior to taking RAWS equipment off the air. Maintenance workers performing the work will call the AOF/CC, the ATC facility Chief Controller, or directly call the facility operations area prior to shutting down RAWS equipment.

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

5.29. Temporary Airfield Restrictions/Closure.

5.29.1. Airfield restriction/closure procedures will be performed IAW DAFMAN 13-204 v2.

5.29.2. AMOPS may temporarily close the airfield to all traffic during hazardous weather.

5.29.3. Airfield operations may be restricted due to construction, classified operations when normal activity would compromise security and when facilities and services are reduced (i.e., firefighting capability, limited transient services, reduced approach control services).

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

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

5.30. Unmanned Aerial System (UAS) Operations Procedures.

5.30.1. LAFB is an emergency divert location for RQ-4 aircraft. Procedures are located in the Global Hawk Grand Forks Air Force Base (BAB) LOA and Global Hawk Edwards Air Force Base (EDW) LOA.

5.30.2. The installation boundaries of LAFB and Wizard Auxiliary Airfield are protected by FAA Special Security Instructions that prohibit drone/UAS activity from SFC-400 ft AGL at all times. Any UAS wishing to enter the installation boundary must contact AMOPS (830) 298-4309 prior to entry.

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

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

5.33. Complete Radio Failure (Tower and RAPCON) – ATC Limited.

5.33.1. If RAPCON and Tower lose the ability to communicate with aircraft, SOF will call all three Ops Sups and go Stop Launch. If VFR, the T-38 and T-6 Ops Sups should immediately send RSU crews to both RSUs (if not already in place). The SOF will determine at least one divert base and will have any agency with a working frequency broadcast that Laughlin RAPCON and Tower radios are inoperative, the divert base/fuel they picked, and that crews should monitor their respective ops frequency for further coordination. Ops Sups will also broadcast this information to all crews via local ops frequencies (if T-6 Sup is unable to use their radios, coordinate with the T-38 duty desk to broadcast this information when able).

5.33.2. Recovery Plans for VFR and IFR conditions.

5.33.2.1. VFR Procedures (patterns are open).

5.33.2.1.1. Recovery Plan. All aircraft established in the RANCH/BURR/SKI MOAs should descend within the lateral confines of their airspace (once lower MOA is clear, if applicable) to the altitudes in the steps below. Aircraft not established in MOAs should descend as early as possible, but NLT 20 NM from DLF. Center runway operations will be suspended. All aircraft will cancel IFR when able and proceed IAW the following:

5.33.2.1.1.1. T-38s will proceed to West Fork/Fort Clark (as applicable) remaining at or above 6,500 ft MSL until aligned on a 220-degree heading and within 10 NM of West Fork/Fort Clark and then proceed to the active outside runway and land via Initial.

5.33.2.1.1.2. T-6s recovering from the SKI/BURR MOAs or from the South will proceed direct OTULE, at or below 5,500 ft MSL then proceed inbound via the RIO ground track to the active inside runway and land. T-6s recovering from the Ranch MOAs or from the North will remain at or below 5,500 ft MSL and proceed with the VFR direct to the field procedure, remaining clear of the departure/arrival corridor, and then proceed to the active inside runway and land via Initial.

5.33.2.1.1.3. T-38s should look only at the outside runway RSU for light gun signals, and T-6s should look only at the inside runway RSU for light gun signals when established on final for their respective runway. When T-38s get to the hold short line for the center runway, expect a flashing green light gun signal from tower when cleared to cross the center runway. When RWY 31 is the active runway, aircraft holding short of RWY 31L will expect a flashing green light gun signal from Honcho when all aircraft holding short of the inside runway are cleared to cross (crews will still make crossing calls in the blind when cleared to cross any runway on the appropriate frequency).

5.33.2.1.1.4. If either the outside, inside or both runways are closed or suspended, if an RSU crew/tower is unable to provide light gun signals, or emergency vehicle

access to a runway is required, the SOF will ensure this information is broadcast to crews by any means available.

5.33.2.1.1.5. Aircraft not established in the MOAs and below FL180 on an IFR clearance should cancel when able and proceed with the above guidance. If any aircraft has been handed off to tower on an approach, continue the approach and land (expect light gun signals on final). Any other aircraft on an IFR clearance not already covered should expect to divert.

5.33.2.2. IFR Procedures.

5.33.2.2.1. Using the determined divert base/bases (2-3 ideally), Ops Sups should have aircraft divert to established divert bases. Aircraft already established on final will continue the approach and execute the published missed approach. If holding, clear using all means available and attempt to de-conflict using [Ch. 15](#) if necessary.

5.33.2.2.2. Expect to remain Stop Launch until normal operations may be resumed.

5.33.2.2.3. The SOF will coordinate with the Ops Sups for information on any emergencies.

5.34. NOTE: *Some radios may be operational and not all of these procedures may be required.*

5.35. Uncontrolled Airfield (UA) Wizard Operations. Touch and go landings are authorized at Wizard during UA with no more than four T-6 aircraft in the UA pattern.

5.35.1. Wizard Fire Crew (WFC) Responsibilities.

5.35.1.1. The WFC will perform a foreign object debris (FOD) check of the runway and remove any debris. If unable to remove the FOD, they will coordinate with the proper agencies to do so. The WFC will also report the RSC as dry, wet, or wet with standing water, and report the current bird activity surrounding the field as low, moderate, or severe.

5.35.1.2. The WFC will inform the SOF of the airfield status with the FOD check complete, RSC, and Bird Status.

5.35.1.3. The WFC will fire the Bird Cannons at field opening, or via radio request from airborne aircraft. Example aircrew radio calls can be found in [Paragraph 5.35.4.2.3](#).

5.35.1.4. The WFC will monitor Wizard UHF (260.3) and will request a radio check with the first aircraft entering the pattern every day. The WFC will notify the SOF if they suspect any type of radio malfunction. Example radio call is in [Paragraph 5.35.1.6](#).

5.35.1.5. The WFC may provide plain English radio calls to inform other aircrew of impacts to airfield operations due to emergency aircraft, FOD checks, etc. Aircrew are expected to visually clear the runway for conflicts and continue to restricted low approach for any stopped aircraft or vehicles on the runway.

5.35.1.6. WFC requesting radio check from first aircraft entering the pattern, broadcasting on UHF 260.3: WFC: “(Callsign), Wizard Fire Crew, request radio check” Aircraft: “Wizard Fire Crew, (Callsign), loud and clear (or other radio conditions)”

5.35.2. SOF Responsibilities.

5.35.2.1. Before initiating UA operations at Wizard, the SOF requires the airfield status call from the WFC outlined in [Paragraph 5.35.1.2](#) confirming the Wizard runway is clear of FOD, the RSC, and current appropriate bird activity.

5.35.2.2. A call to the Ops Sup, along with an updated Automatic Terminal Information Service (ATIS), will notify aircrew of the status of Wizard operations (Closed, In Place, Restricted Patterns Uncontrolled, Uncontrolled) and bird condition (Low, Moderate, Severe). The SOF will call the Ops Sup to identify any radio malfunctions or other issues that inhibit WFC capability to respond.

5.35.2.3. The SOF will take information from the Ops Sup on aircrew pilot reports (PIREP) of the weather conditions at Wizard for status changes (Closed, In Place, Restricted Patterns Uncontrolled, Uncontrolled), and for bird condition changes (Low, Moderate, Severe).

5.35.2.4. A T-6 SOF will provide WFC Annual face-to-face training on how to conduct daily airfield checks.

5.35.3. T-6 Ops Sup Responsibilities.

5.35.3.1. The Ops Sup will inform stepping aircrew of Wizard's flying status. The Ops Sup will provide situational awareness of other aircrew also planning to fly at Wizard during the same time period.

5.35.3.2. The Ops Sup will take information from aircrew PIREPs for status changes or bird condition changes at Wizard and pass the appropriate data to the SOF.

5.35.3.3. The Ops Sup may pass information to aircrew in Wizard's UA pattern through the Redstick frequency (143.75).

5.35.3.4. The Ops Sup will contact the WFC to instruct them to depart when UA capability is no longer required for that day. The Ops Sup will inform the SOF of the Fire Department's departure from Wizard. A Guard call along with an updated ATIS will notify airborne and taxiing aircraft of the status of Wizard operations (Closed).

5.35.4. Aircrew Responsibilities.

5.35.4.1. Pattern Procedures.

5.35.4.1.1. Aircrew will continue to clear visually, over the radios, and utilize the aircraft's Traffic Advisory System (TAS) to identify possible traffic conflicts. Aircrew will maintain VFR cloud clearances during pattern procedures.

5.35.4.1.2. Aircrew may query RAPCON to identify the number of aircraft observed in Wizard's pattern but will use visual clearing and radios as their primary ways to build situational awareness.

5.35.4.1.3. No solo student pilots will enter the pattern during UA operations.

5.35.4.1.4. Aircrew will adhere to all previously published Restricted Patterns status procedures during the Restricted Patterns Uncontrolled status at Wizard (Weather is 1,500' AGL/3 SM or better).

5.35.4.1.5. Aircrew will report if bird condition is observed to be moderate or severe to the Ops Sup.

5.35.4.1.5.1. If bird condition is observed to be moderate, aircrew shall request Bird Cannon activation if bird activity surrounding the runway would prevent safety of flight. Aircrew should use caution during Bird Cannon activation but do not need to alter normal operations.

5.35.4.1.5.2. If bird condition is observed as severe, aircrew will request Bird Cannon activation from WFC (as required) and will depart the pattern for one hour from initial PIREP.

5.35.4.1.6. If an aircrew entering the pattern identifies that they exceed the UA traffic limitation of more than four aircraft, that aircrew will carry straight through Initial to depart. If on a Restricted Patterns Uncontrolled Status, that aircrew will continue on a restricted low approach, offset to the West to avoid conflicts with existing aircraft in the pattern, and depart.

5.35.4.2. Communication.

5.35.4.2.1. Aircrew will make a position reporting call on Wizard UHF frequency (260.30) upon entering the pattern. The aircrew with the longest time in the pattern will initially be the monitor and will reply with the current traffic count (including the entering aircraft into the number) when an aircraft enters or departs the pattern. Aircrew existing within the pattern may report their call sign and position, if they feel it is pertinent for the entering aircrew to understand. When the monitoring aircrew departs the pattern, they will assign another aircrew to reply to entering/departing aircraft.

5.35.4.2.2. In order to provide situational awareness for the pattern/WFC, if aircrew encounter an emergency (with time and conditions permitting) they will declare the nature of the emergency and state intentions on Wizard UHF frequency (260.3).

5.35.4.2.3. Aircrew will add the following radio calls to provide situational awareness during UA operations and will momentarily delay any maneuvers that have potential for conflict to allow other aircraft to call out their conflicting position.

5.35.4.2.3.1. Monitoring aircrew response to aircraft entering pattern: *“(Entering aircraft position), you’re number X, [optional: airfield status, observed birds, observed wind conditions].”*

5.35.4.2.2. Monitoring aircrew response to aircraft departing pattern: *“X in the pattern.”*

5.35.4.2.3. Monitoring aircrew departs the pattern: *“(Callsign) departing, (next assigned aircraft callsign), is the monitor.” “(Next assigned aircraft callsign), is the monitor.”*

5.35.4.2.4. Prior to initiating break turn: *“(Callsign), break.”*

5.35.4.2.5. Prior to initiating closed pattern/low key/high key: *“(Callsign), pulling closed/low key/to high key [west/east climbout].”*

5.35.4.2.6. Turning crosswind after breakpoint straight through: *“(Callsign), straight through, turning crosswind.”*

5.35.4.2.7. If aircrew are a traffic conflict for previous calling aircraft: “*(Aircraft position creating conflict), (Callsign), (conflicting position)*” I.e., “*Devil 45, break,*” “*In the break, Tiger 50, between 5 and 2.*”

5.35.4.2.8. Aircraft in pattern requesting Bird Cannon activation by WFC: “*Wizard Fire Crew, (Callsign), request Bird Cannon activation (optional: at departure/approach end).*”

TYLER J. ELLISON, Colonel, USAF
Commander, 47th FTW

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

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Abbreviations and Acronyms

AAFM—Assistant Airfield Manager

ACSI—Airfield Certification and Safety Inspection

AETC—Air Education and Training Command

AETCI—AETC Instruction

AF—Air Force

AFB—Air Force Base

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFM—Airfield Manager

AFMAN—Air Force Manual

AFRC—Air Force Reserve Command

AFREP—Air Force Representative

AGE—Aircraft Ground Equipment

AGL—Above Ground Level (altitude in ft)

AHAS—Avian Hazard Advisory System

AHC—Advanced Handling Characteristics

AIM—Airman's Information Manual

AIREVAC—Air Evacuation

ALSF-1—Approach Lighting System with Sequenced Flashing Lights, Category-1

AMOPS—Airfield Management Operations
ANG—Air National Guard
AOB—Airfield Operations Board
AOF—Airfield Operations Flight
AOF/CC—Airfield Operations Flight Commander
ARTCC—Air Route Traffic Control Center
ASR—Airport Surveillance RADAR
ATC—Air Traffic Control
ATIS—Automatic Terminal Information Service
AU—Uncontrolled Airfield
BAM—Bird Avoidance Model
BASH—Bird Aircraft Strike Hazard
BOPS—LAFB Base Operations
BOS—Base Operating Support
BVRP—Basic VMC Radio-out Procedure
BWC—Bird Watch Condition
CD—Clearance Delivery
CDT—Controlled Departure Time
CE—Civil Engineering
CES—Civil Engineering Squadron
CMA—Controlled Movement Area
CS—Communications Squadron
DEA—Drug Enforcement Agency
DLF—Laughlin VORTAC Three-Letter Identifier
DME—Distance Measuring Equipment
DRDF—Del Rio Dirt Club
DRF—Disaster Response Force
DRT—Del Rio International Airport
DSN—Defense Service Network
DV—Distinguished Visitor
EDW—Edwards Air Force Base
ELP—Emergency Landing Patterns

ELT—Emergency Locator Transmitter
EOC—Emergency Operations Center
ETA—Estimated Time of Arrival
ETD—Estimated Time of Departure
ETE—Estimated Time En-route
EXCOM—Extended Communication Search
FAA—Federal Aviation Administration
FAF—Final Approach Fix
FBI—Federal Bureau of Investigation
FCF—Functional Check Flight
FCIF—Flight Crew Information File
FD—Fire Department
FIH—Flight Information Handbook
FLIP—Flight Information Publication
FMS—Flight Management System
FOD—Foreign Object Debris
FSS—Flight Service Station
FTS—Flying Training Squadron
GE—Ground Emergency
GPS—Global Positioning Satellite
HATR—Hazardous Air Traffic Report
HIRLs—High Intensity Runway Lights
IAF—Initial Approach Fix
IAP—Instrument Approach Procedure
ICAO—International Civil Aviation Authority
ICE—U.S. Immigration and Customs Enforcement
IEMT—Installation Encroachment Management Team
IFE—In-Flight Emergency
IFG—In-Flight Guide
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions

INREQ—Information Request

IR—Instrument Route

KDLF—ICAO Identifier for LAFB

L1M—Laughlin 1 MOA

L2M—Laughlin 2 MOA

L3M—Laughlin 3 MOA

LAN—Local Area Network

LLR—L—Band Long-range RADAR

LOA—Letter of Agreement

LOC—Localizer

LOP—Letter of Procedure

MACA—Mid-Air Collision Avoidance

MARSA—Military Authority Assumes Responsibility for Separation of Aircraft

MIRLS—Medium Intensity Runway Lights

MHz—Megahertz

MOA—Military Operations Area

MOC—Maintenance Operations Center

MQT—Mission Qualification Training

MSL—Mean Sea Level (altitude in ft)

MTR—Military Training Route

NAS—National Airspace System

NAVAIDS—Navigational Aids

NBC—Nuclear/Biological/Chemical

NEXRAD—Next Generation RADAR

NLT—Not Later Than

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Air Mission

NTA—Non-Towered Airport

NVD—Night Vision Device

OI—Operating Instruction

OPLAN—Operations Plan

OPR—Office of Primary Responsibility
OSC—On-Scene Commander
OSS—Operational Support Squadron
OSW—Operations Support Weather
OTS—Out of Service
PAPI—Precision Approach Path Indicators
PAR—Precision Approach
PCAS—Primary Crash Alarm System
PCI—Pavement Classification Index
PCN—Pavement Classification Number
PCS—Permanent Change of Station
PIC—Pilot-In-Command
PIREPS—Pilot Reports
PMI—Preventative Maintenance Initiative
PMU—Power Management Unit
POV—Personally Operated Vehicles
PPR—Prior Permission Required
PTD—Pilot to Dispatch
RADAR—Radio Detection and Ranging
RAPCON—RADAR Approach Control
RAWS—RADAR, Airfield, and Weather Systems
RCR—Runway Condition Reading
RCT—Runway Change Time
RDS—Records Disposition Schedule
RNAV—Area Navigation
ROE—Rules of Engagement
RSC—Runway Surface Condition
RSG—Rocksprings
RSU—Runway Supervisory Unit
RTB—Return to Base
RSRS—Reduced Same Runway Separation
RVR—Runway Visual Range

RWY—Runway

SFA—Single Frequency Approach

SFS—Security Forces Squadron

SID—Standard Instrument Departure

SII—Special Interest Item

SKI—T-6 MOA controller

SM—Statute Miles

SOAR—Soaring Bird Forecast Model

SOF—Supervisor of Flying

SQ/CC—Squadron Commander

SR—Stereo Route

Stan/Eval—Standardization and Evaluation

Sup—Squadron Supervisor (i.e., Sq/CC/DO/ADO)

SUPT—Specialized Undergraduate Pilot Training

TA—Transient Alert

TACAN—Tactical Air Navigation

TOLD—Takeoff and Landing Data

TOT—Time-on-Target

TDY—Temporary Duty

TERPS—Terminal Instrument Procedures

TWY—Taxiway

UAS—Unmanned Aerial Systems

UEI—Unit Effectiveness Inspection

UHF—Ultra High Frequency

USAHAS—United States Avian Hazard Advisory System

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological Conditions Vol—Volume

VOR—Very High Frequency Omnidirectional Range

VORTAC—Very High Frequency Omnidirectional Range/Tactical Air Navigation System

VR—Visual Route

WADS—Western Air Defense Sector

WS—Watch Supervisor

Office Symbols

AF/RE—Air Force Reserve

SAF/AA—The Administrative Assistant to the Secretary of the Air Force

Terms

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

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

Foreman—47 FTW Supervisor of Flying (SOF)

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

Lariat—T-38 RSU for RWY 13L/31R

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

RANCH—T-38 MOA controller

RAPCON—Del Rio RADAR Approach Control

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

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

Tower—LAFB Air Traffic Control Tower

Visual Alignment—Arrival procedure that allows for aircraft to visually align to the center runway, IFR FPs are automatically cancelled at 10 mile final or when told to contact Tower

Wizard—T-6 RSU for RWY 13/31 at the LAFB auxiliary airfield, Spofford, T70

Attachment 2

47 FTW CALLSIGN DESIGNATIONS

Figure A2.1. [47 FTW Callsign Designations.

VIP Callsigns		
	Local/Off-Station	Formation
Wing/CC	EXCEL 01	EXCEL 11/12
Wing/DV	EXCEL 02	EXCEL 21/22
47 OG/CC	VADER 01	VADER 41/42 or 51/52
47 OG/CD	VADER 02-05	
DV Flights	EXCEL 47	
47 FTW Local Callsigns		
	T-6	T-38
Dual or T-3	BOXER RATLR COLT STRKE DEVIL TIGER LUSH VADER	BOXER BULLY GRIM RATLR
Student Solo	MAGOO ROOKY (Initial Solo)	TARUS
FCF	TROKA 4/5/6	TROKA 7/8/9
Formation	ALLOY RANDM AMMO* RASTA BATT RATLR BEAK ROCK BLEED ROLL BLUFF ROOKY BUZZ** SCAB DOGGO SCAT EXOTC SCAVN FISTA SCHIV FLABY SMASH FLANK SMOKN FLEDG SPADE FUSIN SPEDO HOWLR STING	ARCO ERASR ETHER FIEND FREON GLOCK NAPLM NASCR OCTAN RANCD RATLR RIBYE SHED STEER SUNDG*

	HYDRA SWOLE MAFIA SWOOP OVEN THUD PAIN TORA PNTHR TOXIN RAGE TRAP RAIDR VADER * (50-90) ** (61-99)	SWEEP TRACR WIRE YELL * (1-5)
Formation Solo (T-6 only)	FLAME LONER HOVER SMALL	N/A
Off-Station Callsigns		
Dual or T-3	BALDR RATLR BOXER ROVE CARNL VACA CASH JAVAN	BOXER CARBN COOL RATLR SPIKR
Stereo	VIRAL JEDDA	JUMP
Student Solo	N/A	CHOP
<i>NOTE: The * and ** symbols denote a restricted callsign number-set due to shared AF usage.</i>		

A2.1. Local vs. Off-Station Callsigns.

A2.1.1. Off-station/stereo callsigns will be used on any sortie that departs LAFB controlled airspace (cross-country, out & back, stereo, etc.). Otherwise, use the local callsign. Formation callsigns are considered “local.” If a formation’s flight profile does not meet “local” criteria, use an off-station callsign.

A2.1.2. Flights to the local MOAs (SKI, RANCH, and BURR) will use local callsigns if they will not otherwise depart LAFB controlled airspace.

A2.2. Formation Callsigns. Formation callsigns will be coordinated/assigned through the Duty Desk prior to the formation briefing. The Duty Desk will not re-assign formation callsigns once issued until the previous flight has returned.

A2.3. Squadron Supervisor Callsigns (SUPT). To facilitate ready identification of squadron supervisors (i.e., Sq/CC/DO/ADOs) to RAPCON, Tower, SOF, etc., the following procedures will be used: On single-ship local sorties, squadron supervisors will use the standard squadron local callsign with a permanently assigned numerical suffix beginning with “0” (i.e., BULLY01, TIGER02).

A2.4. Special Use Callsigns. DV Flights: DV Flights will normally use “EXCEL47” as the callsign. If more than one flight is scheduled, any non-VIP numerical suffix may be used.

Attachment 3

REDUCED SAME RUNWAY SEPARATION (RSRS)

Table A3.1. Separation Touchdown Minima for Similar Trainer Type Aircraft.

TYPE LANDING	BEHIND	RSRS
Full Stop	Full Stop / Touch-and-Go / Low Approach	3,000 ft or airborne
Touch-and-Go	Touch-and-Go / Low Approach	3,000 ft or airborne
Low Approach	Full Stop / Low Approach	3,000 ft or airborne
Touch-and-Go*	Full Stop	3,000 ft
Low Approach	Touch-and-Go	6,000 ft or airborne
NOTE: Touch-and-Go behind Full Stop is authorized with 3,000 ft for Similar Trainer Type using alternate runway side procedures only. * Anytime alternate runway side procedures are not or cannot be employed, a Touch-and-go behind a Full Stop will be 6,000 ft.		

Table A3.2. Separation Touchdown Minima for Dissimilar Trainer Type Aircraft.

TYPE LANDING	BEHIND	RSRS
Full Stop	Full Stop / Touch-and-Go / Low Approach	6,000 ft
Low Approach	Full Stop / Touch-and-Go / Low Approach	6,000 ft
Touch-and-Go	Full Stop / Touch-and-Go / Low Approach	6,000 ft
NOTE: Anytime a formation flight, a minimum of 6,000 ft is required.		

A3.1. RSRS Guidance. RSRS will be applied for all aircraft based on guidance in the current AFMAN 13-204 v3 AETC Supplement. RSUs will utilize RSRS in accordance with AETCI 11-204.

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

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

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

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

A3.6. Conditions for RSRS.

A3.6.1. RSRS will not be applied:

A3.6.1.1. Between trainer-type aircraft and any other non-trainer aircraft. Trainer-type aircraft are defined as T-6 and T-38 aircraft.

A3.6.1.2. To any situation involving an aircraft "CLEARED FOR THE OPTION."

A3.6.1.3. Between a Departure following an Arrival aircraft.

A3.6.1.4. When the runway is wet.

A3.6.1.5. When the Tower WS determines that safety of aircraft will be jeopardized.

A3.6.2. The 47 OG/CC is the approving authority to authorize RSRS during wet runway operations based on local surface conditions.

A3.7. Alternate Runway Side Procedures. T-6/T-38 aircrew are responsible for using alternate sides of the runway IAW aircraft directives. Tower controllers will consider alternate runway side procedures in effect at all times except when specified by the SOF, during night operations or when crosswind procedures are in effect.

A3.8. T-6 Aircraft.

A3.8.1. IAW AFMAN 13-204, v3, AETC Supplement, Attachment 19, the 47 OG/CC authorizes a minimum of 3,000 ft separation when a T-6 aircraft is following another T-6 aircraft and alternate runway side procedures are used (or preceding aircraft is airborne) for: a low approach behind a touch-and-go, and a touch-and-go behind a full stop.

A3.8.2. IAW AFMAN 13-204, v3, AETC Supplement, Attachment 19, the 47 OG/CC authorizes a minimum of 3,000 ft separation when a T-6 aircraft using alternate runway side procedures is performing a landing or touch-and-go following a T-6 formation and both formation aircraft are on the cold (exit) side of the runway.

A3.8.3. When a T-6 aircraft is following a formation, a T-38, or when alternate runway side procedures are not used, minimum separation is 6,000 ft.

A3.8.4. When a T-6 formation is following another AETC trainer-type aircraft, minimum separation is 6,000 ft.

A3.9. T-38 Aircraft.

A3.9.1. When a T-38 aircraft is following another T-38 and alternate runway side procedures are used, minimum separation is 3,000 ft or once preceding aircraft is airborne. 6,000 ft minimum separation required, or preceding aircraft is airborne for low approach behind touch-and-go and touch-and-go behind full stop.

A3.9.2. **(SUPT)** Aircraft full stopping on the hot side should not transition to the cold side until past the 2,000 ft remaining marker without RSU approval.

A3.9.3. When a T-38 aircraft is following a T-38 formation and both formation aircraft are on the cold (exit) side of the runway, minimum separation is 3,000 ft or once preceding aircraft is airborne. 6,000 ft minimum separation required, or preceding aircraft is airborne for low approach behind touch-and-go and touch-and-go behind full stop.

A3.9.4. When a T-38 aircraft is following a formation, a T-6, or when alternate runway side procedures are not used, minimum separation is 6,000 ft.

A3.9.5. When a T-38 formation is following another AETC trainer-type aircraft, minimum separation is 6,000 ft.

A3.10. Night Operations. At night, RSRS between all AETC trainer-type aircraft is 6,000 ft minimum.

Attachment 4

CUSTOMS AND BORDER PROTECTION (CBP) OPERATIONS NEAR LAFB

A4.1. LAFB Class C.

A4.1.1. The LAFB Class C inner ring (5 NM radius and surface up to 5,100 ft MSL) will be divided into four distinct areas. They are defined as follows:

A4.1.2. BP NORTH: The DLF 270 radial clockwise to the DLF 340 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 200 ft AGL. This area is the approach end of RWY 13 (departure RWY 31).

A4.1.3. BP EAST: The DLF 340 radial clockwise to the DLF 090 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 300 ft AGL.

A4.1.4. BP SOUTH: The DLF 090 radial clockwise to the DLF 160 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 200 ft AGL. This area encompasses Sycamore creek, off the departure end of RWY 13 (approach RWY 31).

A4.1.5. BP WEST: The DLF 160 radial clockwise to the DLF 270 radial, from DLF 2.5 DME out to the edge of the Class C, and 0 AGL up to 300 ft AGL.

A4.1.6. See [Figure 4.1](#) for a visual depiction of A4.1.2-5.

A4.2. Radio Procedures.

A4.2.1. If a CBP aircraft desires operation inside one of these defined areas aircraft will contact Laughlin Tower and request the desired area. Laughlin Tower will then clear the CBP aircraft into the requested Class C area, traffic and controller workload permitting. CBP aircraft will monitor Tower VHF frequency while flying in the Class C, and report when exiting.

A4.2.2. Radio Phraseology.

A4.2.2.1. Aircraft: "Laughlin Tower, Border Patrol Helicopter XX request BP East"

A4.2.2.2. Tower: "Border Patrol XX, you are cleared to operate in BP East, report when vacating"

A4.2.2.3. Aircraft: "Border Patrol XX cleared BP East"

A4.3. CBP Operations within 2.5 DME. If an aircraft desires operation inside 2.5 DME, it will make that request to Tower, and approval will be granted on a case-by-case basis with restrictions as necessary.

A4.4. Resolving Conflicts.

A4.4.1. Tower will verify with Honcho that no aircraft are on Straight-In or pattern Straight-In before clearing aircraft into BP North, BP West or BP South. This is because an aircraft on pattern Straight-In is at 1,600 ft MSL (500 ft AGL) in the Honcho pattern. Tower will also pass an estimated time of usage.

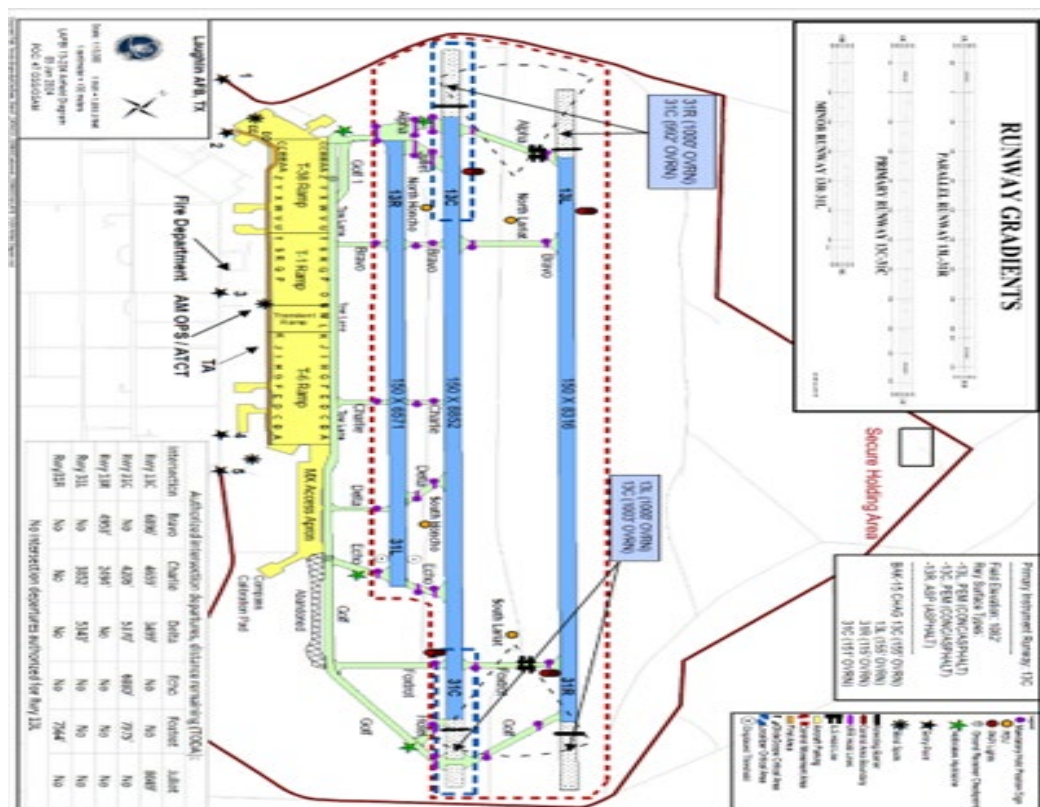
A4.4.2. RSU controllers should not allow pattern Straight-Ins when:

A4.4.2.1. BP West or BP North are active while on RWY 13.

A4.4.2.2. BP West or BP South are active while on RWY 31.

AIRFIELD DIAGRAM & RUNWAY GRADIENTS

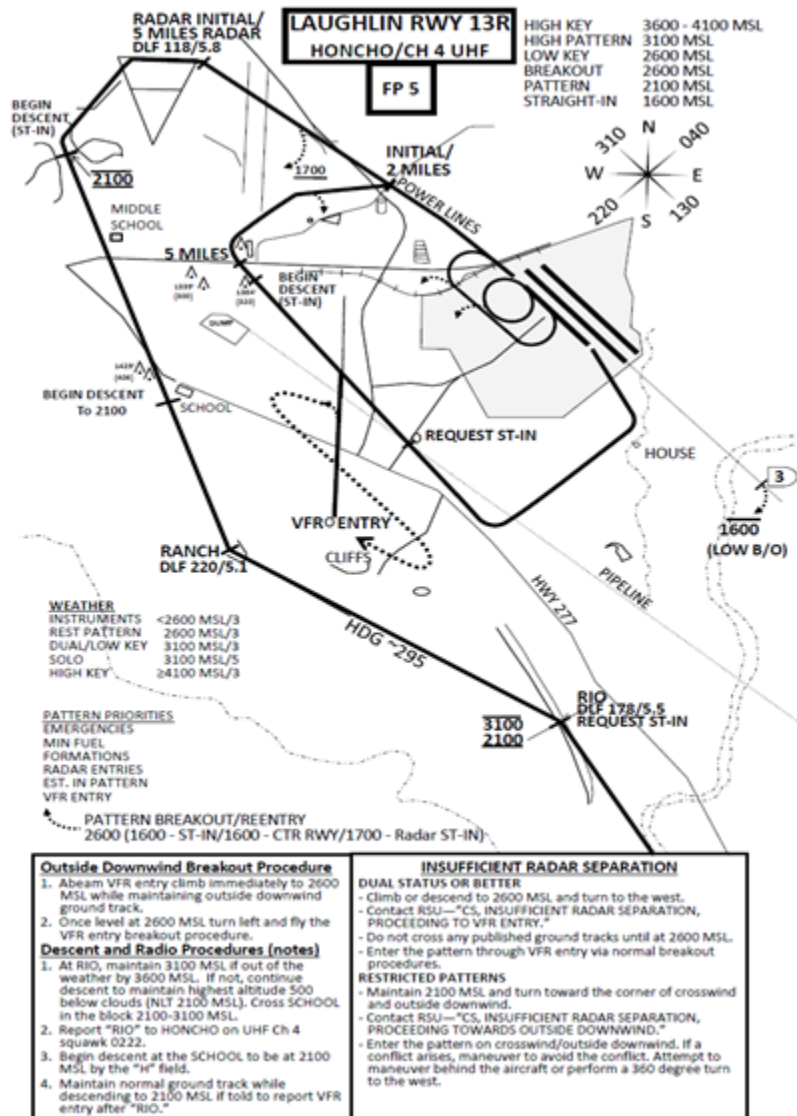
Figure A5.1. Airfield Diagram & Runway Gradients.



Attachment 6

RWY 13R PATTERN

Figure A6.1. RWY 13R Pattern.



RWY 31L PATTERN

LAUGHLIN RWY 31L
HONCHO/CH 4 UHF

FP 6

LOW KEY
FLY AROUND THE PRISON THEN DIRECT VFR ENTRY

1700

WEATHER
INSTRUMENTS <2600 MSL/3
REST PATTERN 2600 MSL/3
DUAL/LOW KEY 3200 MSL/3
SOLD 3200 MSL/3
HIGH KEY 3400 MSL/3

PATTERN PRIORITIES
EMERGENCIES
MIN FUEL
FORMATIONS
RADAR ENTRIES
EST. IN PATTERN
VFR ENTRY

PATTERN BREAKOUT/REENTRY
2600 [1600 - ST-IN/1700 - CTR RWY]

REQUEST ST-IN

INITIAL/ 2 MILES

5 MILES BEGIN DESCENT

PIPELINE

RADAR INITIAL/ 5 MILES RADAR DUF 316/S

RAVINE

TREES

PONDS

CREEK

2100

323°

051°

310 N 040
220 W 130 E

3600 - 4100 MSL
HIGH PATTERN 3100 MSL
LOW KEY 2600 MSL
BREAKOUT PATTERN 2600 MSL
STRAIGHT-IN 2100 MSL
3600 MSL

INSUFFICIENT RADAR SEPARATION
DUAG STATUS OR BETTER
- Climb or descend to 2600 MSL and turn to the west.
- Contact RDU - "CS, INSUFFICIENT RADAR SEPARATION, PROCEEDING TO VFR ENTRY."
- Do not cross any published ground tracks until at 2600 MSL.
- Enter the pattern through VFR entry via normal breakout procedures.

RESTRICTED PATTERNS
- Maintain 2100 MSL and turn toward the corner of crosswind and outside downwind.
- Contact RDU - "CS, INSUFFICIENT RADAR SEPARATION, PROCEEDING TOWARDS OUTSIDE DOWNWIND."
- Enter the pattern on crosswind/outside downwind. If a conflict arises, maneuver to avoid the conflict. Attempt to maneuver behind the aircraft or perform a 360 degree turn to the west.

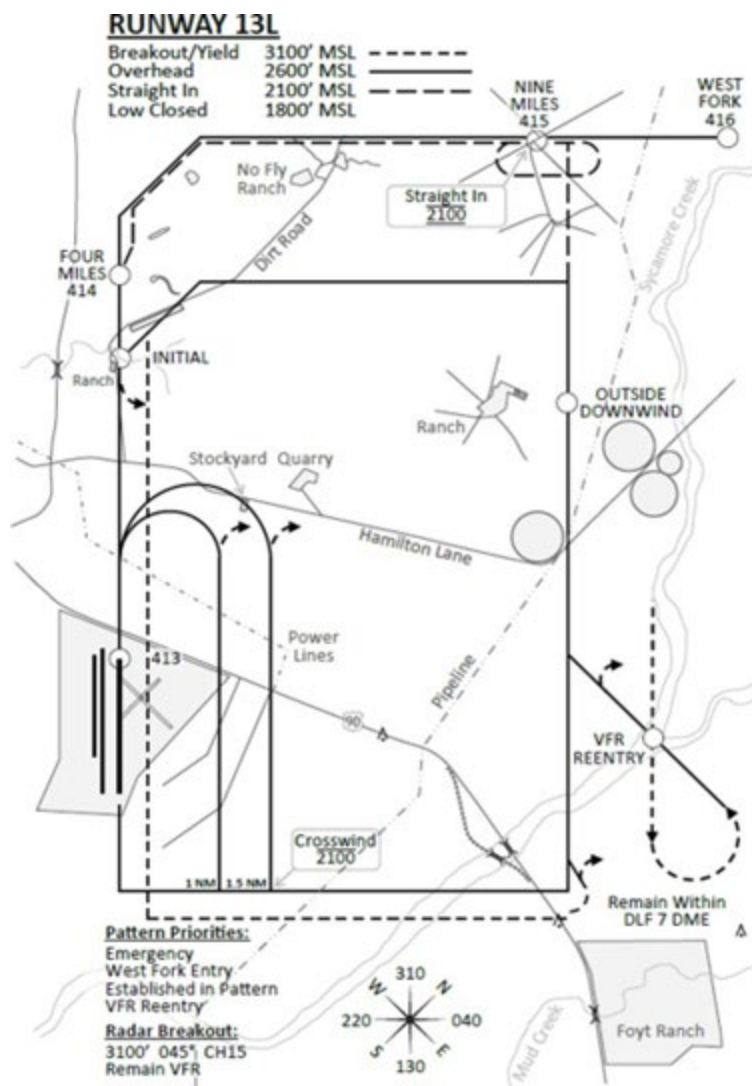
Outside Downwind Breakout Procedure

1. Above VFR entry climb immediately to 2600 MSL while maintaining outside downwind ground track.
2. Once level at 2600 MSL turn right and fly the VFR entry breakout procedure.

Attachment 8

RWY 13L PATTERN

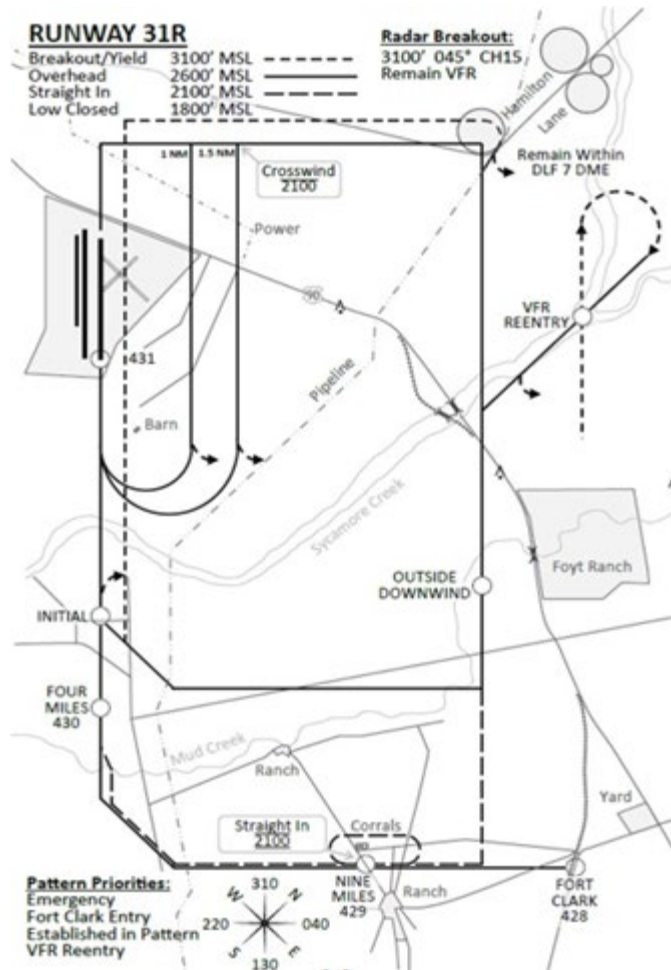
Figure A8.1. RWY 13L Pattern.



Attachment 9

RWY 31R PATTERN

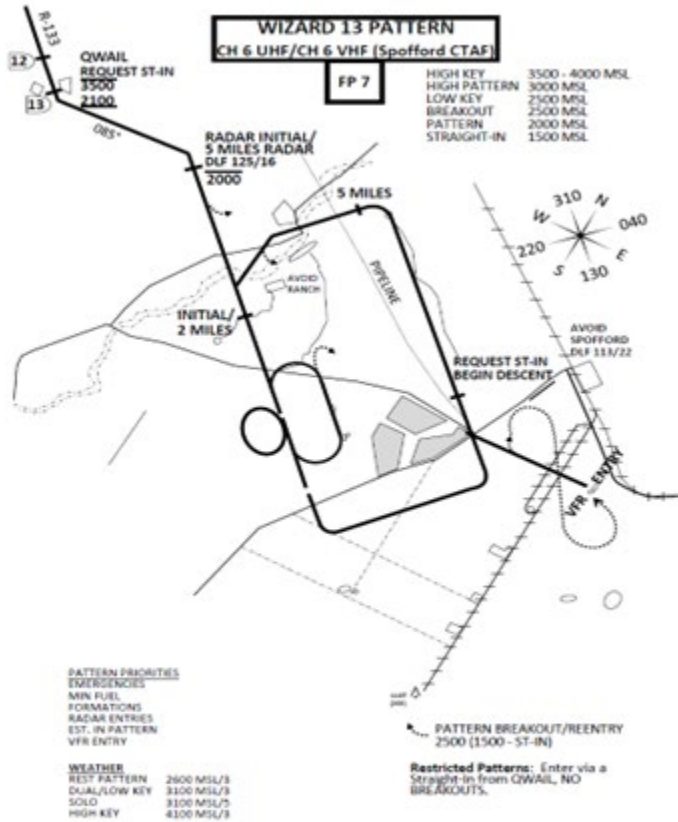
Figure A9.1. RWY 31R Pattern.



Attachment 10

SPOFFORD (WIZARD) RWY 13 PATTERN

Figure A10.1. SPOFFORD (WIZARD) RWY 13 Pattern.

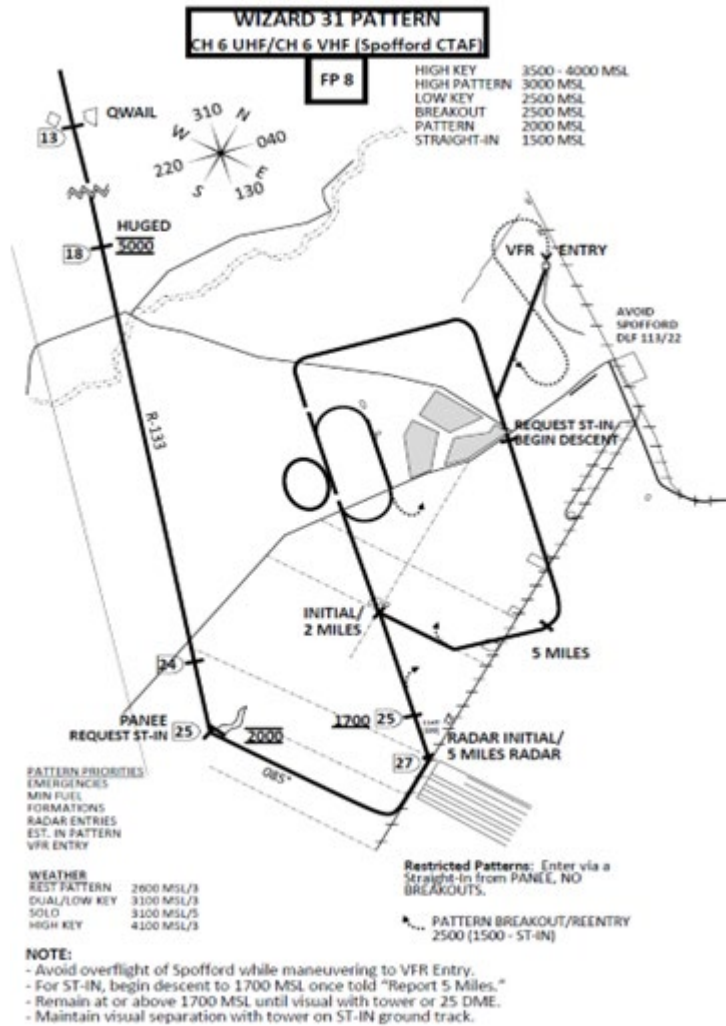
**NOTE:**

- Avoid overflight of Spofford while maneuvering to VFR Entry.
- Avoid the ranch abeam the 2-mile point by 1/2 mile.
- For ST-IN, begin descent once told "Report 5 Miles."
- Descend to 2000 MSL inside of QWAIL for normal pattern altitudes.

Attachment 11

SPOFFORD (WIZARD) 31 PATTERN

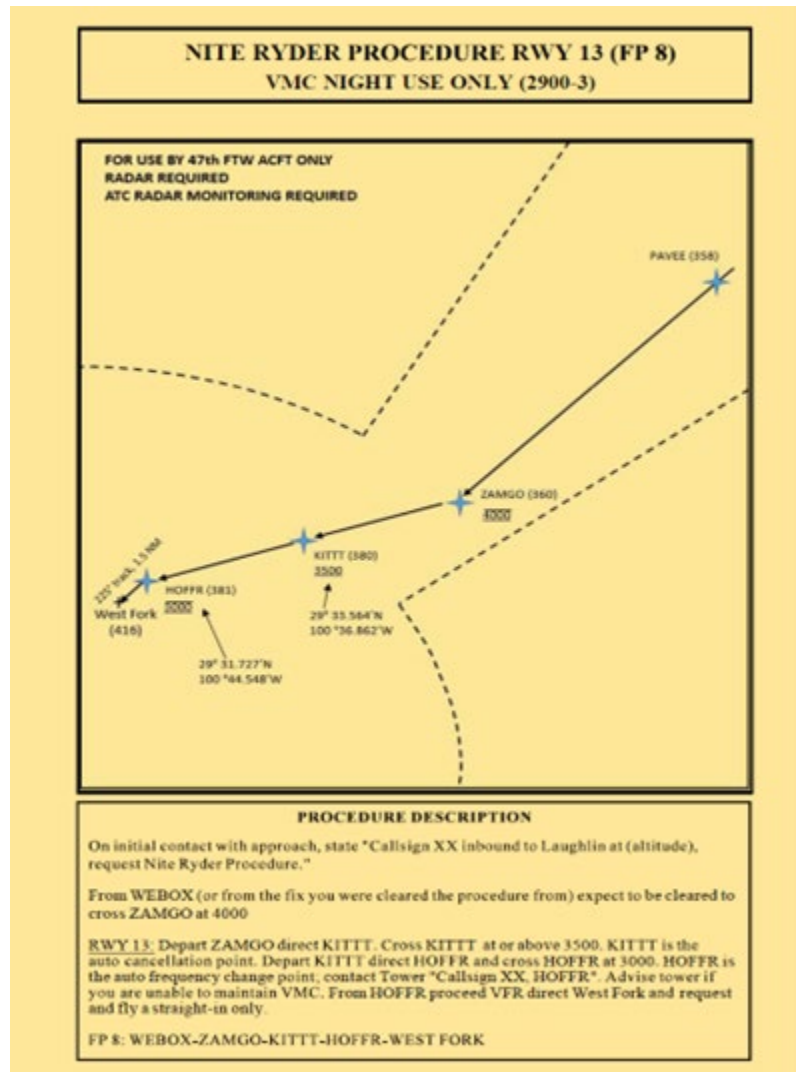
Figure A11.1. SPOFFORD (WIZARD) 31 Pattern.



Attachment 12

NITE RYDER RWY 13 PROCEDURE

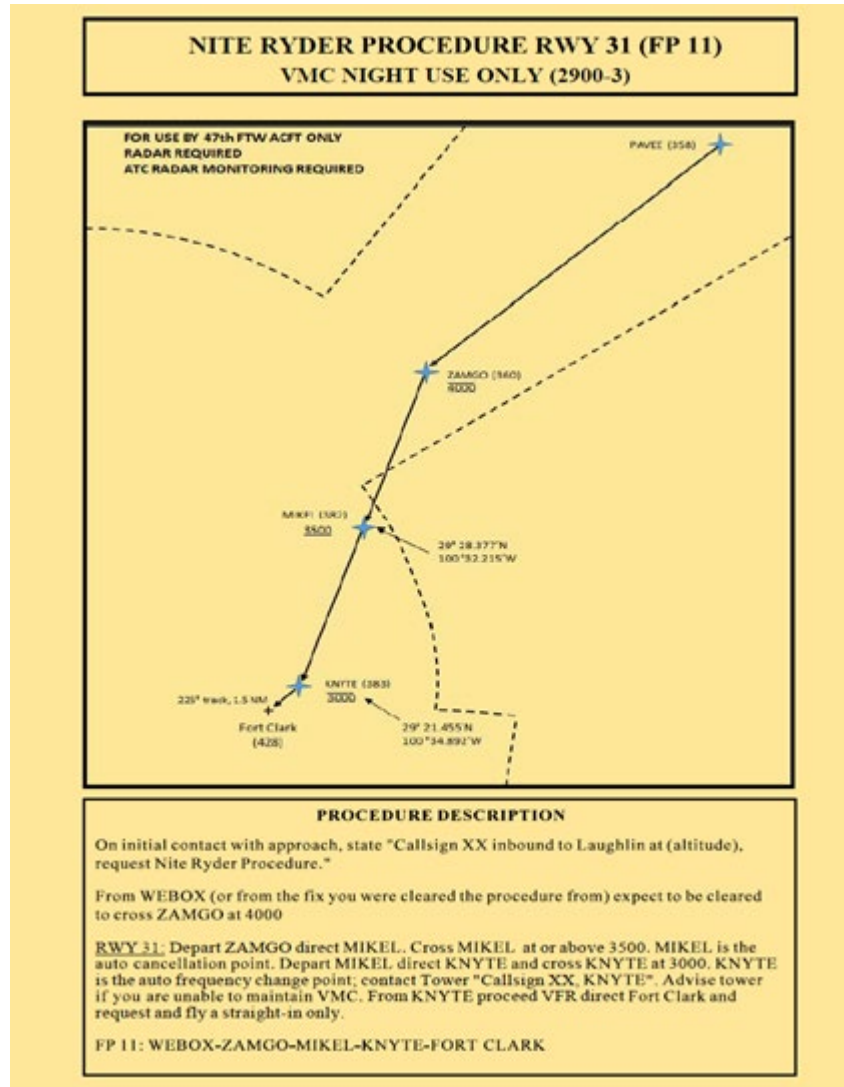
Figure A12.1. Nite Ryder RWY 13 Procedure.



Attachment 13

NITE RYDER RWY 31 PROCEDURES

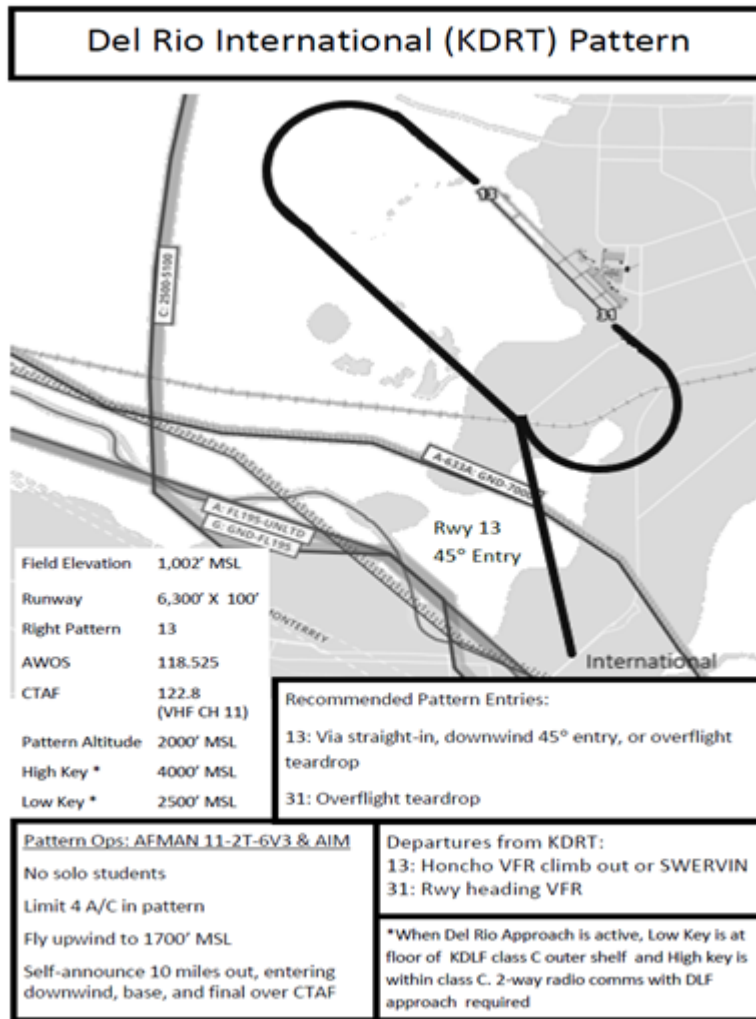
Figure A13.1. Nite Ryder RWY 31 Procedures.



Attachment 14

T-6 DRT PATTERN

Figure A14.1. T-6 DRT Pattern.



Attachment 15

AIRCRAFT ABANDONMENT

Figure A15.1. Aircraft Abandonment.



Attachment 17

LAUGHLIN T-6 OPERATIONS

A16.1. Takeoff/Departure.

A16.1.1. Aircraft remaining in the pattern or departing on the QWAIL, HIGHWAY, or VFR will normally takeoff from the inside runway. Other departures will normally be made from the center runway. Honcho will notify Tower of non-local takeoff times when cleared for takeoff to open the flight plan.

A16.1.2. Rolling takeoffs from Honcho are the default for day, dual, and single-ship sorties. Static takeoffs from Honcho are the default for solo student and formation sorties. RSU controllers will provide at least one-minute separation between single-ship departures and two-minute separation when formations are involved.

A16.1.3. All cross-country, out-and-back, or low-level departures will fly local departures until another clearance is received from RAPCON. Clearance must be coordinated with CD, and takeoff must be from the center runway when the pilot requests an unpublished VFR departure. **Exception:** UA sorties and departures to Maverick County are allowed to takeoff from the inside runway.

A16.1.4. SR-283 departures. When RWY 31 is in use, request RWY 31C VFR departure for SR-283 from CD.

A16.1.5. Remain on Honcho/Tower frequency until 1 mile past the departure end of RWY 13 or RWY 31 QWAIL RouteS. For HIGHWAY VFR PROCEDURE, remain on Honcho/Tower until reaching 3000' MSL. When departing from RWY 13 or 31 on the QWAIL Route and told to extend, respond with "departure leg is departing" and remain on frequency for acknowledgment from controlling agency or until one mile past departure end. When departing from RWY 31 on the HIGHWAY VFR PROCEDURE and told to extend, do not turn crosswind until cleared to do so by controlling agency. Aircraft departing Honcho will remain at or below 1,600' MSL until departure end of the runway. If the HIGHWAY VFR PROCEDURE is in use, for a departure to the MOA following an approach to RWY 31C, request "Option HIGHWAY" from Tower/Approach. Following touch-and-go/low approach to RWY 31C, request "Crosswind for HIGHWAY" from Honcho/Tower and once cleared from Honcho/Tower, depart on the HIGHWAY VFR PROCEDURE. Do not fly the QWAIL Route if the HIGHWAY VFR PROCEDURE is in use without permission from RAPCON.

A16.2. Area Operations.

A16.2.1. Unless otherwise directed, the normal SKI area assignments are: Contact—1, 2, 6, 7, 9, and 10; Instrument—3, 4, and 5 (Instrument East), 9 and 10 (Instrument South); Formation—3, 4, and 5; FCF—PECOS, 8 high/low, and BURR, or 9 and 10 high/low as a last resort. Any type of sortie can use Area 8. When needed for overflow, RAPCON uses the BURR areas.

A16.2.2. Preferred areas for MAGOO solos are 1/2/3 high or low and 6/7/8/9/10 high. RAPCON will avoid sending MAGOO solos to area 4/5 high/low or 6/7/8/9/10 low if preferred areas are available. If the preferred solo areas are not available, MAGOO solos may use any

high or low areas assigned by RAPCON but will maintain awareness of the nearest emergency airfield.

A16.2.3. Altitudes. Low areas: 7,000'-12,000' MSL. High Areas: 15,000'-22,000' MSL. For altimeter settings 28.92 to 29.41 the top of the high areas will be capped at 21,000'. For altimeter settings 29.42 to 29.91 the top of the high areas will be capped at 21,500'.

A16.2.3.1. Entries.

A16.2.3.1.1. Via QWAIL Route, HIGHWAY VFR Procedure, or GRANDE-TWO Procedure. Once in RADAR contact, departure will provide clearance to an area via the FORDE or PIIPE ROUTE from Laughlin, and from Wizard via the NORTH/SOUTH TRANSITION or PIIPE ROUTE. On the PIIPE ROUTE once beyond 15 DME or established on the FORDE and level at 13,000', aircrew may proceed direct to the lateral limits of the assigned area. When within the lateral limits of the area, or adjacent to the area on the assigned transition, request climb/descent and/or left/right turn into the area. When within the lateral and vertical limits of the area, automatically switch to area discrete frequency (UHF LOCAL PRESET CHANNEL 13). No radio call to RAPCON is necessary once established in the assigned area.

A16.2.3.2. The NORTH and SOUTH TRANSITIONS are for VMC use only. If assigned one of these transitions and IMC will be encountered, notify RAPCON. Expect a clearance readback.

A16.2.3.3. Cleared direct. Proceed direct to the assigned area at the last assigned altitude. When within the lateral limits of the area request climb/descent into assigned area. **Exception:** If already established at an altitude that is within assigned area, aircrews do not need to request clearance into area. When within the lateral and vertical limits of the area, automatically switch to area discrete frequency.

A16.2.3.4. Cleared direct with unrestricted climb. Proceed direct, climb and maintain any altitude in assigned area block. When within the area's lateral and vertical limits, automatically switch to area discrete frequency.

A16.3. Recoveries.

A16.3.1. Unless otherwise directed, be at 6,000' (low area) or 14,000' (high area) prior to exiting the lateral limits of the assigned area. RAPCON's transmission for this will be "DESCEND AND MAINTAIN (altitude), THEN CLEARED RIO ONE PROCEDURE".

A16.3.1.1. Unless otherwise directed, T-6s recovering from low areas 4/5/7/8/9/10 should plan to recover via the High RIO procedure or direct the field for VFR entry. Once cleared by ATC, aircraft will climb within the lateral confines of their assigned MOA to 14,000' MSL before proceeding to OTULE.

A16.3.1.2. T-6s operating in low areas 1/2/3/6 should plan to recover via the Low RIO procedure at 6,000' MSL.

A16.3.2. RIO-1 Procedure. When cleared, maintain altitude as assigned and proceed to OTULE. Remain outside 18 DME until OTULE.

A16.3.2.1. When cleared direct OTULE/NAVAID/FIX you are expected to proceed direct OTULE/NAVAID/FIX and are not required to be level at the altitude specified prior to exiting the lateral limits of your assigned area.

A16.3.2.2. If not below the weather at 2,600' MSL after MINNM (allowing VFR at 2,100' MSL), or if flight visibility is less than 3 miles, maintain 2,600' MSL, and request an instrument approach with RAPCON.

A16.3.2.3. If RADAR out, then fly VFR to OTULE at 14,500' MSL (from high area) or 6,500' MSL (from low area) and proceed as described above.

A16.3.2.4. RWY 13: Descend from OTULE direct to RIO to block 3,100' MSL to 2,100' MSL (as high as weather permits). After MINNM, maintain VFR, squawk 0222, and switch to Honcho's frequency. Over RIO, report position to Honcho.

A16.3.2.4.1. After reporting RIO, pilots may be told "REPORT VFR ENTRY" if there are no traffic conflicts. Upon hearing this, the pilot will descend to 2,100' MSL but must remain clear of VFR entry breakout airspace by following the RADAR entry ground track towards RANCH until aligned with the VFR entry ground track. Turn to overfly VFR entry once aligned with the normal VFR entry ground track. If the pilot chooses to fly the entire RADAR entry ground track, reply to Honcho with "unable" and continue the normal pattern entry. Pilots shall not request VFR entry when reporting RIO under normal conditions.

A16.3.2.5. RWY 31: Descend from OTULE to 2,100' MSL. Passing MINNM, maintain VFR, squawk 0222, switch to Honcho's frequency, and proceed to CREEK. Over CREEK, report position to Honcho.

A16.3.3. Single-ship solo students will recover via the RIO-1 PROCEDURE, unless the SOF directs otherwise.

A16.3.4. Instrument approach. Make approach request with RAPCON and include intentions after the approach (i.e., Option Honcho, Option RADAR, Option QWAIL, Option HIGHWAY, or Full Stop).

A16.3.4.1. During Instrument status, when flying an instrument approach to the center runway with weather greater than published Side-Step minimums to RWY 13R/31L, pilots may request a Side-Step to land on the inside runway on or after initial contact with Tower.

A16.3.5. Direct to the field may be available from areas 4 or 5 when weather is better than 4,100' MSL. Follow ATC instructions. Cancel IFR, cross the field at assigned altitude. Do not descend below 3,600' MSL until clear of Low Key ground track, and do not descend below 2,600' MSL until clear of all pattern ground tracks. Squawk 0222 and contact Honcho for entry through VFR entry.

A16.4. RSU Patterns (General).

A16.4.1. Procedures in this section apply to both Honcho and Wizard.

A16.4.2. Pattern Priorities. Aircraft with a lower pattern priority will breakout for aircraft with a higher pattern priority if a conflict exists. Following is the list of pattern priorities (highest to lowest):

A16.4.2.1. Emergencies.

A16.4.2.2. Minimum Fuel.

A16.4.2.3. Formation.

A16.4.2.4. RADAR Entries.

A16.4.2.5. Established in the Pattern.

A16.4.2.6. VFR Entries.

A16.4.2.7. If there are multiple aircraft on crosswind with inadequate pattern spacing for the turn to outside downwind, the aircraft that will be established on outside downwind first has priority.

A16.4.3. Pattern Communication Priorities. Use these priorities to help ensure the most important communication at the time is heard or when RSU transmits “two at once” to determine who replies first if able to discern other call. Avoid stepping on expected replies unless the circumstances and priority dictate.

A16.4.3.1. Safety of flight, deconfliction/aircraft separation, or emergency.

A16.4.3.2. Clearances/cancellation or acknowledgements (i.e., takeoff clearance or restricted low approach, cleared Straight-In).

A16.4.3.3. Not Utilized.

A16.4.3.4. Gear down calls.

A16.4.3.5. Position reports.

A16.4.3.6. Requests.

A16.4.4. Restrictions. Do not breakout when status is Restricted Patterns. Do not breakout from the final turn, inside of Low Key, or inside of 2 NM on a Straight-In. If a conflict becomes evident while in the final turn or inside 2 NM on a Straight-In; initiate a go-around and climb no higher than 1,600' MSL (1,500' MSL at Wizard), offset as necessary.

A16.4.5. Spacing. If at the perch or Low Key, and an aircraft on Straight-In is inside 2 NM and not in sight, or in sight with insufficient spacing, breakout. **Exception:** If on Restricted Pattern status, extend the inside/closed downwind leg to obtain spacing behind the aircraft on final. If at Low Key and unable to maintain proper spacing behind an overhead pattern, breakout. If visual with sufficient spacing behind aircraft, add “Straight-In in sight” to gear down call when following the Straight-In.

A16.4.6. High pattern. Used for emergencies or as required, weather permitting. Aircraft requiring the high pattern will make a request with the RSU, follow the normal pattern ground track and report, “CS, Initial, High Pattern.” RSU will obtain clearance from RAPCON for altitudes above high pattern altitude if necessary. No aircraft will be given High Key with an aircraft in the high pattern. Request descent from the high pattern with the RSU.

A16.4.7. Position calls. If unable to make required position calls at designated reporting points, report actual position when able, i.e., “CS, 1½ mile inside Initial” or “CS, 1 mile inside RADAR Initial” not “CS, inside Initial.”

A16.4.8. Crosswind turns. If a closed pattern is not desired, turn crosswind IAW [Table A16.1](#) or as directed when above 140 KIAS and clear of offset/closed downwind traffic. Maintain at or below 1,600' MSL (1,500' MSL at Wizard) until clear of inside downwind traffic.

A16.4.9. Go-arounds. Maintain at or below 1,600' MSL (1,500' MSL at Wizard) until initiating closed or clear of inside downwind if turning crosswind or departing the pattern. If given a "RESTRICTED LOW APPROACH," acknowledge the restriction and descend or climb to and maintain 1,600' MSL (1,500' MSL at Wizard) until initiating the closed pull-up, clear of inside downwind on the turn to crosswind, or departing the pattern. Do not overfly men or equipment on the runway below 1,600' MSL (1,500' MSL at Wizard).

A16.4.9.1. Offset. Offset when overtaking takeoff, low approach, or touch-and-go traffic. Add "Offset" to callsign for all radio calls from the offset position. If a closed pattern is not desired or approved, turn crosswind IAW [Table A16.1](#).

Table A16.1. CROSSWIND TURNS (Traffic Permitting).

<i>Pattern Position</i>	<i>Turn NET</i>	<i>Turn NLT</i>
Departure Leg	1½ Miles past Departure End	1 Mile past Departure End
Straight-Through Initial	Departure End	Departure End
Offset	Departure End	1½ Miles past Departure End
Center Runway Departure Leg (See NOTE)	Cleared	Breakout Point & Cleared
NOTE: Do not turn crosswind from the center runway without clearance. If either crosswind, closed, or Low Key is desired, request "CS, Center, Request {Crosswind/Closed/Low Key}." If clearance for crosswind/closed/Low Key is not received by the breakout point (3 DME for RWY 13R or 4 DME for RWY 31L), maintain 1,600' MSL (RWY 13) or 1,700' MSL (RWY 31) and execute a low breakout ("CS, Center, Breaking Out"). Maintain outside the normal pattern ground track and enter the pattern through the VFR entry point. Do not breakout during a Restricted Pattern status. During night operations or during a Restricted Pattern status continue straight ahead and begin a tech order climb when reaching the breakout point. Contact DEPARTURE, fly the appropriate RADAR routing and request vectors for an instrument approach or to MINNM.		

A16.4.10. Initial. Report Initial when at the 2-mile point.

A16.4.10.1. If at the end of the break zone, and unable to break due to traffic conflicts, report "CS, Break Point Straight-Through." If not cleared to break, turn crosswind at the departure end or clear of closed downwind traffic, whichever is later.

A16.4.10.1.1. "STRAIGHT-THROUGH, CLEARED TO BREAK." Break from present position.

A16.4.10.1.2. "OVERHEAD/INITIAL/STRAIGHT-THROUGH, CLEARED LATE BREAK." Acknowledge with callsign and break when clear of closed downwind traffic, when Straight-In reports 2 miles, or ELP reports Low Key.

A16.4.10.1.3. “INITIAL/OVERHEAD/STRAIGHT-THROUGH, BREAK {DEPARTURE END/MIDFIELD}.” Acknowledge with callsign and break as directed.

A16.4.11. Closed or ELP pattern. Request closed or Low Key when at or above 140 KIAS, past midfield, and clear of closed downwind traffic (and high downwind traffic). Do not request closed/Low Key patterns with traffic between 2-mile Initial and the break, between 5 and 2 NM on a Straight-In, or between Initial and halfway between High Key and Low Key. For traffic sequencing, maintain approximately 140 KIAS on closed downwind until midfield.

A16.4.11.1. Pilots may request “Closed for Practice Breakout” with a Straight-In between 5 and 2 NM. Additionally, at Wizard, pilots may request “Closed for Practice Breakout” from an East pattern with an ELP in a West pattern between “Initial Request High Key” and halfway between High Key and Low Key.

A16.4.11.2. If told to “STANDBY,” or given no response to a closed request, turn crosswind IAW [Table A16.1](#).

A16.4.11.3. If told “NEGATIVE CLOSED/NEGATIVE LOW KEY,” turn crosswind IAW [Table A16.1](#).

A16.4.11.4. If told “EXTEND,” comply with [Paragraph A16.4.14.1](#).

A16.4.11.5. High Key. Normally, request High Key from Initial (*aircrew may also request High Key IAW [paragraph A13.11.5.2](#)*).

A16.4.11.5.1. Do not request High Key in the following circumstances:

A16.4.11.5.1.1. With an aircraft between 5 and 2 NM on a Straight-In.

A16.4.11.5.1.2. With an aircraft between “REPORT HIGH KEY” and “REPORT LOW KEY.”

A16.4.11.5.1.3. When an aircraft reports overhead the field direct to VFR entry (Honcho only).

A16.4.11.5.1.4. With an aircraft orbiting at High Key.

A16.4.11.5.1.5. With an aircraft in the high pattern.

A16.4.11.5.2. Aircrew may request direct High Key from any pattern position using the following procedures: (This procedure is used to intercept the ELP from other than the initial ground track. When told to “REPORT HIGH KEY,” proceed directly from present position to High Key).

A16.4.11.5.2.1. No more than 3 (Honcho)/5 (Wizard) aircraft in the pattern.

A16.4.11.5.2.2. No one is on a breakout.

A16.4.11.5.2.3. There are no aircraft between "REPORT HIGH KEY" and "REPORT LOW KEY." A16.4.11.5.2.4. State position when making the request.

A16.4.11.5.2.5. In Honcho’s pattern, remain clear of center runway ground track and associated airspace.

A16.4.11.5.3. If told “NEGATIVE HIGH KEY,” or if no response is given, continue to fly the overhead pattern ground track.

A16.4.11.6. Break from Initial. Do not initiate break from Initial under the following four conditions:

A16.4.11.6.1. With a traffic conflict on high, closed, low closed, or inside downwind.

A16.4.11.6.2. With an aircraft between 5 and 2 NM on a straight-in. *Exception:* Aircrew may request “Break for Practice Breakout” for student training. Aircrew will not perch from this scenario regardless of Straight-In aircraft’s position, unless specifically cleared to by the RSU.

A16.4.11.6.3. With an aircraft between “REPORT HIGH KEY” and “Low Key;” however, *at Wizard only*, aircrew may request “Break for Practice Breakout” for student training if the direction of break will be east and another aircraft is flying an ELP to the West.

A16.4.11.6.4. With an aircraft orbiting High Key. **NOTE:** *RSU controllers will use preventative control to allow pilots to break, at the discretion of the controller with an aircraft orbiting at High Key. Pilots not specifically cleared to break in the above situation will continue straight-through Initial.*

A16.4.11.6.5. Low key from Initial. Pilots wishing to go to Low Key via Initial will report “CS, Initial for Low Key.” After entering the break, the pilot will climb to 2,600’MSL (2,500’MSL at Wizard) and proceed to Low Key. The pilot will not climb until they are in the break.

A16.4.12. Straight-Ins.

A16.4.12.1. RADAR pattern entry. Request Straight-In at RIO, CREEK, QWAIL, or PANEE.

A16.4.12.2. Established in the pattern/VFR entry. Request Straight-In abeam the VFR entry point, or at VFR entry.

A16.4.12.3. If told “NEGATIVE STRAIGHT-IN” continue to RADAR Initial/Initial.

A16.4.12.4. If told “REPORT {5 MILES/5 MILES RADAR},” fly ground track and descend to Straight-In altitude when appropriate. Plan to arrive at the 5 NM point at approximately 150 KIAS to aid in traffic sequencing for RWY 31. For Honcho RWY 13 pattern Straight-In, maintain 200 KIAS until 5 NM due to a tower on the straight in ground-track. Clearance is normally received at 5 NM. If clearance is not received by 3 NM, perform a low breakout. At 5 NM, report “CS, {5 Miles/5 Miles RADAR/(Fuel Quantity).” If told “NEGATIVE STRAIGHT-IN,” perform a low breakout. At 2 NM, report “CS, 2 Miles, {Gear Down/Gear Down No-Flap/(Full Stop).”

A16.4.13. Falcon 1. The Falcon 1 is used to accomplish a formation approach/landing following a formation split in the break for overhead pattern/landing in an RSU controlled pattern.

A16.4.13.1. Change initial call to “CS, Initial for Falcon 1.”

A16.4.13.2. At the perch, the 2nd aircraft in the formation will report “CS, Gear Down, Falcon 1.”

A16.4.13.3. RSU will respond with “FALCON 1 APPROVED” or “NEGATIVE FALCON 1.”

A16.4.13.4. Aircraft #1 delays turn to crosswind until 1 NM past the departure end, accelerates to and maintains 180 KIAS.

A16.4.13.5. Aircraft #2 turns with a minimum of 140 KIAS and uses angles and airspeed as required to rejoin within 500' of #1 NLT abeam VFR Entry.

A16.4.13.6. Abeam VFR entry “CS, Request Straight-In,” and comply with published Straight-In procedures.

A16.4.14. Traffic Conflicts.

A16.4.14.1. Extend. If a traffic conflict precludes both turns to crosswind and closed patterns the RSU will direct specific aircraft to “EXTEND.” Directed aircraft will acknowledge with callsign, request closed/Low Key, if desired, and continue straight ahead until the RSU either approves the closed/Low Key pattern or directs a turn to crosswind or a breakout (only if on the center runway). Do not turn crosswind until cleared by the RSU. Aircraft on departure leg/offset maintain 1,600' MSL (1,500' MSL at Wizard). Straight-through Initial traffic maintain pattern altitude. Aircrew desiring to depart the pattern will request departure and comply with RSU instructions.

A16.4.14.2. Breakouts/Re-entries. Attain breakout altitude before crossing any pattern ground track to ensure 500' vertical separation. To avoid a potential conflict with the VFR entry breakout area, aircraft breaking out from the pattern will not cross the outside downwind ground track until abeam/past VFR entry. When breaking out, report “CS, *Location*, Breaking Out.”

A16.4.14.2.1. In Honcho's RWY 13 pattern, do not fly West of VFR entry due to conflict with the RIO ground track. When crossing VFR entry, report, “CS, VFR entry, (Request Straight-In).”

A16.4.14.2.2. At Honcho, if breaking out from outside downwind. Once abeam VFR entry, climb straight ahead to 2,600' MSL. After leveling at 2,600' MSL, turn away from the pattern to intercept the VFR entry breakout ground track (i.e., part of the [figure 8](#)).

A16.4.14.2.3. For all other runways, maneuver to be wings level at pattern altitude and airspeed prior to crossing the VFR entry point with sufficient time to clear the VFR entry ground track. When crossing VFR entry, report, “CS, VFR entry, (Request Straight-in).”

A16.4.14.2.4. Aircraft performing a low breakout between RIO/CREEK and 2 NM should avoid the normal pattern ground track until VFR entry.

A16.4.14.2.5. Aircraft performing a low breakout from a pattern Straight-In (i.e., not from RADAR entry) should cross underneath outside downwind between VFR entry and crosswind to avoid a conflict with aircraft descending for a Straight-In. I.e., during a Honcho RWY 13R low breakout from 3 miles on a pattern Straight-In (underneath 45 to Initial), pilots should cross underneath outside downwind to the southeast of the back gate road and Hwy 277 intersection.

A16.4.14.2.6. While maneuvering to re-enter via VFR entry on a low breakout, use caution for towers near Del Rio and Spofford.

A16.4.15. Border Patrol (BP) procedures. The airspace (2.5 DME —5 NM) around Laughlin is divided into 4 sectors in accordance with our BP LOA (See [Attachment 4](#)). Transient aircraft may be allowed inside 2.5 DME on a case-by-case basis. Sectors BP North (0' to 200' AGL), BP South (0' to 200' AGL), and BP West (0' to 300' AGL) will affect Honcho's Pattern. Under normal circumstances, RSU Controllers will not allow pattern Straight-Ins when: BP West or BP North is active (RWY 13), or BP West or BP South is active (RWY 31).

A16.4.15.1. If a T-6 emergency occurs that requires a Straight-In, notify the SOF and Honcho so they can work with Tower to sterilize the applicable sectors. T-6 aircrew are encouraged to provide periodic PIREPs to Honcho on the location of the Border Patrol aircraft as it traverses below Honcho's pattern. Border Patrol aircraft know to exercise extreme vigilance and remain below 200' AGL when operating in BP North and BP South.

A16.4.16. Insufficient RADAR Separation procedures (Dual status or better) or no RADAR contact on the 31 QWAIL Route (Dual status or better). If informed by RAPCON that there is insufficient separation or not in RADAR contact with RAPCON by 5 DME, execute the following procedures:

A16.4.16.1. Climb or descend to 2,600' MSL and turn toward VFR entry.

A16.4.16.2. Contact RSU and state "CS, Insufficient RADAR Separation, Proceeding to VFR Entry."

A16.4.16.3. DO NOT cross any published ground tracks until established at 2,600' MSL.

A16.4.16.4. Enter the pattern through VFR entry via normal re-entry procedures.

A16.4.17. Insufficient RADAR Separation procedures (Restricted Pattern) or no RADAR contact on the 31 QWAIL Route (Restricted Pattern). If informed by RAPCON that there is insufficient separation or if not in RADAR contact with RAPCON by 5 DME, expect to execute the following procedures:

A16.4.17.1. Maintain 2,100' MSL and turn toward the corner of crosswind and outside downwind.

A16.4.17.2. Contact RSU and state "CS, Insufficient RADAR Separation, Proceeding Toward Outside Downwind."

A16.4.17.3. Enter the pattern on the corner of crosswind and outside downwind. If a conflict arises, maneuver to avoid the conflict. Attempt to maneuver behind the aircraft or perform a 360 degree turn to the West.

A16.4.18. RSU radio failure. If established in Honcho's pattern and receive light gun signals directing a go-around, execute go-around, confirm no communication with the RSU, and broadcast on current channel "The RSU has Lost Power, Contact Tower." Switch to Tower frequency and report position and intentions. Dual pilots will full stop or depart the pattern. Solo students will full stop. If established in Wizard's pattern and receive light gun signals directing a go-around, confirm no communication with the RSU, and fly straight-through Initial and depart. Advise the other aircraft in the pattern and FOREMAN. Aircrews will depart Wizard's pattern flying straight-through Initial using normal procedures and will call departing

when crossing the departure end of the runway. To obtain an IFR clearance on departure, 3 NM separation is required.

A16.4.19. Honcho/Tower.

A16.4.19.1. Tower control of RWY 13R/31L:

A16.4.19.1.1. Aircraft will use tower's frequency and squawk 0222 when established in the pattern.

A16.4.19.1.2. Make all radio calls, to include position reports, as if the RSU is in place.

A16.4.19.1.3. When cleared to land/touch-and-go/option, pilots will respond with callsign only. Pilots will respond with callsign and landing runway if not operating on RWY 13R or 31L.

A16.4.19.2. During daytime operations, normally accomplish landings on alternate sides of runway centerline to afford Reduced Same Runway Separation (RSRS) between aircraft. Normally perform takeoffs and touch-and-goes on the hot side (the side of the runway furthest from the ramp). Traffic permitting, perform full-stop landings on the cold side (the side of the runway closest to the ramp).

A16.4.19.2.1. Full-stop aircraft landing on the hot side will clear to the cold side after passing 3,000' down the runway. With a full-stop aircraft on the hot side of the runway, aircraft on final will plan to land on the hot side, expecting the full-stop aircraft on the runway to clear to the cold side. If the full-stop aircraft on the runway does not clear to the cold side, or there are aircraft on both sides of the runway within 6,000', the aircraft will go-around. Pilots are responsible for ensuring RSRS.

A16.5. Local Area NORDO Procedures.

A16.5.1. Local area NORDO Procedures are IAW Table A16.2..

Table A16.2. Local Area NORDO Procedures.

GROUND: Alert controlling agency by flashing landing & taxi lights. Hold position and wait for light gun signals from the controlling agency prior to resuming to taxi and/or entering the active runway.
AIRBORNE: If the radio fails, squawk code 7600. At night turn on all exterior lighting.
VMC: (Status Dual or better) Recover to Honcho via the appropriate entry point, using appropriate altitudes and ground tracks. Squawk 7600 in Honcho's pattern. Rock wings on Initial. Look for steady green light on final from RSU for clearance to land.
IMC: RWY 13: (Restricted Patterns or Instruments) Intercept the DLF 12 DME arc at last assigned altitude. In Ski Areas descend to 14,000' MSL High or 6,000' MSL Low area. Descend to 3,000' MSL while arcing to the IAF for the ILS RWY 13/31C. If on the West side of the runway extended centerline, execute the approach when intercepting final.
-IMC: RWY 31: (Restricted Patterns or Instruments) <i>In the Ski Areas</i> , proceed to DLF 153/35 or DLF 088/35 at last assigned altitude, or 14,000' MSL High or 6,000' MSL Low Ski areas. Descend to 4,000' MSL on the appropriate radial while proceeding inbound to the DLF 12

DME arc. Descend to 3,000' on the arc and arc to the IAF for the ILS RWY 13/31C. If on the West side of the extended runway centerline, execute the approach when intercepting final.

Not in the Ski Areas, intercept the DLF 12 DME arc at last assigned altitude. Descend to 3,000' MSL on the arc while proceeding to the IAF for the ILS RWY 13/31C.

SIMULTANEOUS INSTRUMENTS (GPS-B or VOR DME-A): If SIMULTANEOUS INSTRUMENTS (GPS-B/VOR DME-A) status, fly GPS-B/VOR DME-A via altitudes above arcing at 18 DME. If cleared the approach, complete the approach and land if VMC encountered. Otherwise execute the missed approach and intercept the DLF 12 DME arc and execute the ILS RWY 13/31C as appropriate.

ROCKSPRINGS VOR/GPS: If cleared either approach, complete the approach and missed approach and hold. Depart RSG direct DLF. When 3 DME South of RSG, climb to 6,000' MSL by 6 DME. If not cleared for approach, maintain last assigned altitude. In all cases, intercept the DLF 12 DME arc, descend to 3,000' MSL on the arc, and arc to the IAF for the ILS RWY 13/31C as appropriate.

VOR or DME UNRELIABLE: Use the GPS to fly 12 DME arc as above. If unable, squawk 7700. If contact is not established over VOR voice, fly a left triangular pattern, 1-minute legs, for aircraft intercept.

Attachment 18**LAUGHLIN T-38 OPERATIONS****A18.1. VFR Pattern.**

A18.1.1. Pattern Priorities. Emergency, West Fork/Fort Clark, aircraft established in the pattern, VFR re-entry.

A18.1.2. Traffic pattern ground tracks are depicted in the IFG. Do not overfly any building on the ranch near the RWY 13 7-mi point. Do not overshoot the extended centerline of RWY 13L/31R.

A18.1.3. Spacing. Only two aircraft are allowed on final at one time and minimum spacing on the runway for T-38s.

A18.1.4. During Restricted Pattern status, pattern entry is limited to pulling closed/turning crosswind from the center runway, initial takeoff, or Straight-In from West Fork/Fort Clark via the ZADOM Procedure.

A18.1.5. Entry at VFR Re-entry Point: Unless unusual circumstances exist, do not make initial pattern entry at the VFR re-entry point except after a “*NEGATIVE CROSSWIND*” response from Lariat/Tower regarding traffic from the center runway. If this occurs, extend past Sycamore Creek (RWY 13)/Hamilton Lane (RWY 31) and climb to 3,100’ MSL remaining outside of the VFR pattern. Clear for high pattern traffic and yielding traffic also at 3,100’ MSL. When East of the VFR re-entry point, make a descending turn onto VFR re-entry leg as depicted in the IFG. Be wings level, at pattern altitude and airspeed at least 1 NM prior to the VFR re-entry point. Report the VFR re-entry point: “*CS XX, VFR RE-ENTRY.*”

A18.1.6. Traffic conflicts between center and outside runway departures and offsets will be prioritized East to West. Aircraft departing off the center runway will be instructed to “*CONTINUE STRAIGHT AHEAD.*” Aircraft off the outside runway will be told to “*EXTEND.*” Such aircraft are not allowed to turn until receiving another clearance.

A18.1.7. High Pattern. Use this pattern when necessary (i.e., for emergencies), or when directed by Lariat/Tower. Fly the pattern ground track as depicted in the IFG except offset to the East when flying up Initial. Maintain 3,100’ MSL or as directed.

A18.2. General Radio Procedures.

A18.2.1. Where possible, radio calls have been standardized between Lariat and Tower. However, due to high traffic volume in the VFR pattern when under Lariat control, there will be minor differences in radio calls in order to minimize communication. See [Paragraph A18.14](#) for Tower differences.

A18.2.2. Due to pattern saturation under Lariat control, pilots need not acknowledge standard Lariat transmissions. However, if Lariat issues non-standard directives, acknowledge with “C/S.” Example:

A18.2.2.1. *BULLY 01: “BULLY 01, FOUR MILE INITIAL”*

A18.2.2.2. *Lariat: “BULLY 01, BREAK DEPARTURE END”*

A18.2.2.3. *BULLY 01: “BULLY 01”*

A18.2.3.4. Controllers may direct late breaks after considering the impact on other pattern or Straight-In aircraft.

A18.2.4. Position Reports. If a position report (radio call) is delayed, state aircraft's actual position. "*CLOSED DOWNWIND*" is abeam the departure threshold. "...*BASE, GEAR...*" means just rolling off the perch. Examples of delayed calls include "*C/S, MID-FIELD CLOSED DOWNWIND*" and "...*LATE BASE / SHORT FINAL, GEAR...*"

A18.2.5. When Lariat controls, the default intention is assumed to be a touch-n-go or low approach and need not be transmitted. Aircrews will add "[*FUEL*]" to Initial/4-mi Initial, closed downwind, and 9-mi for Straight-In when intending to full stop. At the gear-down call, add "*STOP*" for full-stop aircraft. See [Paragraph A18.15](#) for Tower differences.

A18.2.6. Aircrew will add the following to all gear down calls.

Figure A18.1. Aircrew Gear Down Calls.

"*BULLY 01, BASE, GEAR, [NO FLAP/SINGLE ENGINE GO],*"
or
 "*BULLY 01, 4-MILES, GEAR, [STOP],*"
or
 "*BULLY 01, 4 MILES, GEAR [NO FLAP/SINGLE ENGINE GO].*"

A18.3. Pattern Entry.

A18.3.1. On initial contact with Tower/Lariat, the assumption is aircrew will proceed to Initial. If intending to do a Straight-In, add "*REQUEST STRAIGHT-IN*" to the West Fork/Fort Clark position report.

A18.3.2. VFR Entry at West Fork/Fort Clark. Contact Lariat/Tower immediately after handoff from RAPCON (NLT 3 NM from VFR entry). Fly within +/-10° of a 220 heading, establish wings level at 2,600' MSL by 1 NM prior to the entry point, and report West Fork/Fort Clark at the VFR entry point.

A18.3.3. If desiring a Straight-In, add this request to the entry point call. See [Paragraph A18.5](#) for further info on Straight-Ins. Example:

Figure A18.2. Straight-Ins. Example.

*Bully 01: "Lariat, BULLY 01, [RELATIVE POSITION FROM ENTRY POINT]
 FOR STRAIGHT-IN"*
Bully 01: "BULLY 01, WEST FORK/FORT CLARK, REQUEST STRAIGHT-IN"
Lariat: "WEST FORK/FORT CLARK, CALL 9 MILES"

A18.4. Overhead Pattern.

A18.4.1. When established in the pattern use the ground track depicted in the IFG for Initial. Aircrew will add "[*NO FLAP/LOW APPROACH*]" to Initial/4-mile Initial calls as required. Add fuel if planning to full stop. The standard call is:

Figure A18.3. Standard Fuel Call.

"BULLY 01, INITIAL/FOUR MILE INITIAL, [NO FLAP/LOW APPROACH]"

or

"BULLY 01, INITIAL/FOUR MILE INITIAL, [FUEL]"

A18.4.2. If you arrive at the end of the break zone (first 3,000') and cannot break due to a Straight-In between 9 miles and 4 miles, or a conflict on inside downwind, state *"CS XX, BREAK POINT, STRAIGHT-THROUGH."* Passing the departure end, turn crosswind after obtaining spacing on any other aircraft turning crosswind.

A18.4.3. Perch Point. Do not initiate a final turn with a Straight-In inside 4-miles unless that aircraft is in sight and sufficient spacing exists behind the aircraft. Breakout if there isn't sufficient spacing. Aircrew will add *"[NO FLAP]"* or *"[SINGLE ENGINE GO]"* to gear-down calls as required. Example:

Figure A18.4. Perch Point Calls.

"BULLY 01, BASE, GEAR, [NO FLAP/SINGLE ENGINE GO]"

Or

"BULLY 01, BASE, GEAR, STOP"

A18.4.4. If rolling off the perch with sufficient spacing behind a straight in inside 4 miles, add *"STRAIGHT-IN IN SIGHT"* to the gear-down call.

A18.4.5. Closed Pull-up. Make the request no earlier than mid-field. Lariat will reply *"CLOSED APPROVED"*, *"STANDBY"*, or *"NEGATIVE CLOSED, TURN CROSSWIND."* Example: *Bully 01: "BULLY 01, REQUEST CLOSED, [FOR PRACTICE BREAKOUT]."* *Lariat: "CLOSED APPROVED"*

A18.4.5.1. If Lariat replies *"STANDBY"* continue departure leg and stay below 1,600'. If not approved for closed by Sycamore Creek (RWY 13) or Hamilton Lane (RWY 31), turn crosswind.

A18.4.5.2. If Lariat replies, *"NEGATIVE CLOSED, TURN CROSSWIND,"* turn crosswind 1 NM past the departure end of the runway.

A18.4.5.3. If offsetting, refer to yourself as *"OFFSET."* Lariat will refer to you the same way (i.e., *"OFFSET, CLOSED APPROVED/STANDBY/NEGATIVE CLOSED."*)

"BULLY 01, OFFSET, REQUEST CLOSED."

A18.4.5.3. Closed Downwind. Abeam the departure end of the runway, the standard call is: *"BULLY 01, CLOSED DOWNWIND, [NO FLAP/LOW APPROACH/FUEL]."*

A18.4.5.4. Not Utilized.

A18.4.5.5. Formation Requests for Closed. The radio call is: *"Lariat, C/S, [CENTER], REQUEST SEQUENTIAL CLOSED."*

A18.4.5.6. Low Closed Procedures. The maximum number of aircraft allowed in the pattern in order to execute a low closed pattern is four. Make the request no earlier than mid-field. If approved, climb to 1,800' MSL. Configure for a circling approach. Substitute

“...*LOW CLOSED*...” for “...*CLOSED*....” for closed request and closed downwind call. Report “*LOW BASE, GEAR DOWN*” when starting base turn.

A18.4.6. Formation Requests for Crosswind. To keep the element together, call “*Lariat, C/S, [CENTER], REQUEST CROSSWIND.*” To split the formation, change to “... *REQUEST SEQUENTIAL CROSSWIND.*”

A18.5. Pattern Straight-Ins.

A18.5.1. Straight-In aircraft have priority over other traffic after receiving clearance at the 9-mile point.

A18.5.2. Make your request at West Fork/Fort Clark or at the outside downwind point as depicted in the IFG.

A18.5.3. Lariat/Tower will respond with “*WEST FORK/FORT CLARK/OUTSIDE DOWNWIND CALL 9 MILES,*” or “*WEST FORK/FORT CLARK/OUTSIDE DOWNWIND, REPORT INITIAL.*” If told to “*CALL 9 MILES,*” follow the ground track in the IFG. Report “*CS XX, 9 MILES, [NO-FLAP/LOW APPROACH]*” at 2,100’ and approximately 240 KIAS. Lariat/Tower will respond with “*CLEARED STRAIGHT-IN,*” or “*NEGATIVE STRAIGHT-IN, RE-ENTER.*”

A18.5.4. If directed to “*RE-ENTER*” make a 360° (MIL POWER, G to hold airspeed) turn in the direction of traffic, maintain 2,100’ and re-enter the VFR pattern just prior to the 9-mile point. If flying a single engine approach, use both engines for a re-enter maneuver.

A18.5.5. If no instructions are received from Lariat/Tower prior to dogleg to final, breakout IAW [Paragraph A18.6.4](#).

A18.5.6. If “*CLEARED STRAIGHT-IN,*” roll out on final aligned with the intersection of the closed runways northeast of RWY 13L/31R. Report “*4 MILES, GEAR, [NO-FLAP/SINGLE ENGINE GO].*” Align with the runway at or before passing the 4-mile point.

A18.6. Breakouts.

A18.6.1. Status must be Dual or better. Aircraft must remain within 7 DME.

A18.6.2. If required to breakout, immediately turn in direction depicted in the IFG and climb to 3,100’ MSL. Cross other pattern ground tracks with a minimum of 500’ MSL clearance and do not climb above 3,100’ MSL due to the VFR corridor at 3,600’ MSL. Make an advisory radio call when breaking out as soon as practical “*CS XX, LOCATION, BREAKING OUT.*” Proceed to the VFR re-entry point.

A18.6.3. Aircraft will go-around versus breaking out after initiating the final turn or inside 4 miles on a Straight-In.

A18.6.4. Straight-In Breakout: If necessary to breakout during a Straight-In after descending to 2,100’ MSL (but prior to 4 miles), turn toward the pattern, maintain 2,100’ MSL, and maneuver for a VFR re-entry. Climb to 2,600’ MSL when completing the teardrop turn to the VFR re-entry point.

A18.6.5. If inside 4 miles and a final turn aircraft creates a conflict, go around at 1,600’ MSL. Align your ground track between the outside and center runways. Clear for aircraft making

approaches to the center runway. Inform Lariat that you are going around between the runways. Lariat will notify Tower.

A18.6.6. Radar Breakout. This is used to exit Lariat's pattern and pick up an IFR clearance. Aircraft planning to conduct a RADAR breakout shall notify Lariat as soon as possible, regardless of pattern position. Initiate the RADAR breakout from crosswind and transmit "*CS XX, CROSSWIND, RADAR BREAKOUT.*" When passing the turn point to outside downwind, fly 045°. Begin climb to 3,100' MSL once abeam VFR re-entry and maintain VFR. Delay frequency change until initiating the climb to 3,100' MSL in the event RAPCON is unable to accept any aircraft into the arrival pattern and Lariat needs to inform an aircraft to stay in the pattern. Contact Arrival with your request "*ARRIVAL, CS XX, RADAR BREAKOUT, REQUEST RANCH AREAS/VECTORS ILS.*" If RAPCON is unable to provide your requested service, maintain VFR. Re- enter Lariat's pattern through the VFR entry point.

A18.6.7. Do not "RADAR breakout" if Tower has canceled RADAR Delays or Lariat releases due to area saturation, Arrival/Departure pattern saturation, RADAR outage, etc. To make it known that an IFR clearance will be denied, RAPCON will inform Lariat/Tower, who will in turn tell the aircrews, "*NEGATIVE RELEASE, RADAR.*"

A18.7. Yielding.

A18.7.1. Status must be Dual or better.

A18.7.2. Yield on 45- or 90-to-initial by climbing to 3,100' MSL and flying parallel to and East of the normal Initial point. Transmit "*CS XX, 45/90 TO INITIAL, YIELDING.*" Obtain sufficient displacement to observe takeoff traffic. At the departure end, fly an extended upwind in order to fly past the normal crosswind ground track to ensure adequate ability to clear for other aircraft before descending into the pattern.

A18.7.3. Descend to 2,600' MSL during a slightly overshoot turn to outside downwind and transmit, "*CS XX, OUTSIDE DOWNWIND, DESCENDING.*" Be level at 2,600' prior to a point abeam the VFR re-entry point.

A18.7.4. Student Solos with over 2,500 lbs of fuel will yield on 90-to-Initial.

A18.8. Go-Around. If directed to go-around, do so. Acknowledge with call sign if time and conditions permit. If required, offset the runway to the East, no further than the intersection of the closed runways. Cross the departure end of runway at or below 1,600' MSL and do not exceed 2,100' MSL until clear of inside downwind (if turning crosswind) or initiating closed.

A18.9. Normal Crosswind Turn. If planning on turning crosswind after a touch and go/low approach, turn 1 NM past the departure end. Cross the departure end of runway at or below 1,600' MSL and do not exceed 2,100' MSL until clear of inside downwind.

A18.10. Overrun Landings. Pilots suspected or confirmed to have landed in the overrun (should they choose to execute a touch and go) will comply with the following, time and conditions permitting:

A18.10.1. Leave the gear down.

A18.10.2. Get a chase ship if time and conditions permit.

A18.10.3. Burn down gas in the high pattern to a normal landing weight.

A18.10.4. Anticipate the possibility of a blown tire.

A18.10.5. Fly a Straight-In approach to a full-stop landing.

A18.10.6. After landing, if all indications are normal, taxi to parking.

A18.11. Crosswind Landing Procedures. When the crosswind component is 15 knots or greater, the RSU will implement T-38 crosswind landing procedures. On initial contact, Lariat will advise aircrews *“CROSSWIND LANDING PROCEDURES ARE IN EFFECT.”* Land on the upwind side of the runway. Increase spacing to a minimum of 6,000'. When full stopping, maintain the landing attitude and do not aerobrake. **NOTE:** *If Tower controls the outside runway, they will not specifically state that crosswind landing procedures are in effect. At any time that crews assess that the crosswind is 15 knots or greater, implement these procedures IAW the AETCMAN11-251.*

A18.12. Night Procedures. Lariat pattern procedures are the same as in the day except:

A18.12.1. Not Utilized.

A18.12.2. Takeoff and land on the centerline with a minimum of 6,000' spacing.

A18.12.3. One aircraft is allowed on final at a time. Allow extra spacing behind full-stops.

A18.13. Emergencies. Should an aircraft need to analyze the problem, burn down fuel, etc. Lariat can reserve an altitude (or block altitude, if necessary) through the RAPCON WS. Emergency aircraft will follow the normal pattern ground track at the assigned altitude.

A18.14. Student Solos.

A18.14.1. A Dual aircraft will be airborne at all times when solo students are airborne.

A18.14.2. On the initial call to Tower/Lariat, formations will identify the presence of solos (i.e., *“Lariat, SWEEP 01, 8.7 MILES TO THE NORTHEAST OF WEST FORK, 2 IS SOLO”*). After formation split-up, solo students will add *“SOLO”* to their call sign on all radio calls.

A18.14.3. Practice lost wingman will not be executed in any aircraft with only one pilot (including instructor pilots).

A18.15. Differences in a Tower-Controlled Pattern. Tower controllers make radio calls IAW ATC directives. Pilots make radio calls the same as when Lariat controls, with the following exceptions:

A18.15.1. Pilots in the Tower pattern are not required to report closed downwind but may continue to do so. Tower will not acknowledge this call.

A18.15.2. When stating intentions, tower cannot apply reduced same runway separation (RSRS) if a pilot states *“OPTION”* for intentions. Where possible, state specific intentions: *“STOP,” “TOUCH-N-GO,” or “LOW APPROACH.”*

A18.15.3. Acknowledge all instructions with *“C/S”*. See examples below:

Figure A18.5. Acknowledge All Instructions Examples.

Bully 01: "TOWER, BULLY 01, FIVE EAST OF WEST FORK/FORT CLARK [FOR STRAIGHT IN]"

Tower: "BULLY 01, REPORT WEST FORK/FORT CLARK"

Bully 01: "BULLY 01"

Bully 01: "BULLY 01, WEST FORK/FORT CLARK [REQUEST STRAIGHT-IN]"

Tower: "BULLY 01, REPORT INITIAL" OR "BULLY 01, REPORT NINER MILES"

Bully 01: "BULLY 01"

Bully 01: "BULLY 01, BASE, GEAR, TOUCH-N-GO, LEFT/RIGHT"

Tower: "BULLY 01, CLEARED TOUCH-N-GO, 13 LEFT/31 RIGHT"

Bully 01: "BULLY 01, CLEARED TOUCH-N-GO, 13 LEFT/31 RIGHT"

Bully 01: "BULLY 01, REQUEST LEFT/RIGHT CLOSED, STOP"

Tower: "BULLY 01, LEFT/RIGHT CLOSED TRAFFIC APPROVED,

Bully 01: "BULLY 01"

Bully 01: "BULLY 01, BASE, GEAR, STOP, LEFT/RIGHT"

Tower: "BULLY 01, CLEARED TO LAND, 13 LEFT/31 RIGHT"

Bully 01: "BULLY 01, CLEARED TO LAND, 13 LEFT/31 RIGHT"

Attachment 19

DEGRADED AND NON-RADAR OPERATIONS FOR 47 OG PERSONNEL

A19.1. In the event of an outage affecting DLF primary (DASR) and secondary (RSG LLR) RADARs, the following procedures will be followed by the FTS' and ATC. Initially, RAPCON will request no additional departures requiring RADAR services to the SOF (this is different from "Stop Launch"). The SOF may still launch sorties not requiring RAPCON services. After RAPCON establishes a degraded RADAR signal or non-RADAR procedures are implemented the following procedures are to be used:

A19.1.1. In the event DLF primary RADAR fails, the RSG LRR is in service, and the weather is better than 5,000 ft MSL and 3 NM visibility, the 47 OG will apply the following rules and assumptions:

A19.1.1.1. Assume non-RADAR rules and procedures applied below 5,000 ft MSL within 15 miles of LAFB. **NOTE:** *Class Charlie services not available due to RADAR outage restrictions.*

A19.1.1.2. Launch all airframes with only the following restrictions:

A19.1.1.2.1. Honcho: No restrictions.

A19.1.1.2.2. Tower/Lariat: RADAR breakouts are not authorized, and Tower must call for release for any aircraft departing the center and outside runways.

A19.1.1.2.3. HINKO-1 is the only instrument departure available due to RADAR outage restrictions.

A19.1.1.3. T-6s and T-38s shall plan to come back to VFR entry points (limited ILS or instrument approaches based on training needs and aircraft should expect delays due to RSG LRR limitations and ATC rules). Aircraft on an instrument approach will cancel IFR as soon as the field is in sight.

A19.1.1.4. RAPCON will still provide separation services to aircraft in MOAs (RANCH/SKI/BURR) in line with LRR separation requirements.

A19.1.1.5. LAFB and DRT will be considered the same airfield, and all departures and arrivals will be treated on a 1-in-1-out basis. As a general guide expect one instrument approach every 8 minutes.

A19.1.1.6. All aircraft should plan for one instrument approach to a full stop. Practice instrument approaches will be granted on a case-by-case basis by the SOF after consultation with the RAPCON WS.

A19.1.2. In the event DLF primary RADAR fails, the RSG LLR is in service, and the weather is less than 5,000 ft MSL and 3 NM visibility, the 47 OG will apply the following rules and assumptions:

A19.1.2.1. Assume non-RADAR rules and procedures below 5,000 ft MSL within 15 miles of LAFB. **NOTE:** *Class Charlie services not available due to RADAR outage restrictions.*

A19.1.2.2. HINKO-1 is the only instrument departure available due to RADAR outage restrictions.

A19.1.2.3. At SOF's discretion launch 8 T-6 and T-38 local sorties total per hour during times no other aircraft are scheduled to return. Unlimited launches of T-38/T-6 out & backs and navigation sorties. When statuses are not Restricted Pattern or better for T-6's, Dual or better for T-38s use alternating windows IAW [Paragraph 5.2.2.4](#). When out & back or navigation sorties are expected to return, decrease the number of local T-38/T-6 sorties launched by the number of aircraft expected to return to allow for out & back/navigation arrivals.

A19.1.2.4. All out & backs and navigation sorties will launch without restriction (Tower will call RAPCON for release), taking into account approaches into LAFB or DRT airport.

A19.1.2.5. RAPCON will still provide separation services to aircraft in MOAs (RANCH/SKI/BURR) in line with RSG LLR separation requirements.

A19.1.2.6. LAFB and DRT will be considered the same airfield, and all departures and arrivals will be treated on a 1-in-1-out basis. As a general guide expect one instrument approach every 8 minutes.

A19.1.2.7. All aircraft should plan for one instrument approach to a full stop. Practice instrument approaches will be granted on a case-by-case basis by the SOF after consultation with the RAPCON WS. Aircraft on an instrument approach will cancel IFR as soon as the field is in sight.

A19.1.3. In the event DLF primary RADAR fails, the RSG LRR feed to DLF fails, and the weather is better than 5,000 ft MSL and 3 NM visibility, the 47 OG will apply the following rules and assumptions:

A19.1.3.1. RAPCON will execute total non-RADAR outage operations. **NOTE:** *Class Charlie services not available due to RADAR outage restrictions.*

A19.1.3.2. Launch all out & backs, navigation, and pattern only sorties to RSUs. All aircraft must plan to come back to a VFR visual Straight-In approach or VFR pattern entry point.

A19.1.3.3. No MOA work will be authorized while RAPCON is performing total non-RADAR operations.

A19.1.3.4. LAFB and DRT will be considered the same airfield, and all departures and arrivals will be treated on a 1-in-1-out basis. As a general guide expect one instrument approach every 8 minutes.

A19.1.3.5. All aircraft should expect one instrument approach to a full stop. Practice instrument approaches will be granted on a case-by-case basis by the SOF after consultation with the RAPCON WS. Aircraft on an instrument approach will cancel IFR as soon as the field is in sight.

A19.1.4. In the event DLF primary RADAR fails, the RSG LRR feed to DLF fails, and the weather is less than 5,000 ft MSL and 3 NM visibility, the 47 OG will apply the following rules and assumptions:

A19.1.4.1. RAPCON will execute total non-RADAR outage operations.

NOTE: *Class Charlie services not available due to RADAR outage restrictions.*

A19.1.4.2. Only launch out & backs and/or navigation sorties for all airframes.

A19.1.4.3. No MOA work will be authorized while RAPCON is performing total non-RADAR operations.

A19.1.4.4. LAFB and DRT will be considered the same airfield, and all departures and arrivals will be treated on a 1-in-1-out basis. As a general guide expect one instrument approach every 8 minutes.

A19.1.4.5. All aircraft should expect one instrument approach to a full stop. Practice instrument approaches will be granted on a case-by-case basis by the SOF after consultation with the RAPCON WS. Aircraft on an instrument approach will cancel IFR as soon as the field is in sight.

Attachment 20

FOREFLIGHT E-FP & EMAIL FLIGHT PLAN FORMAT

Figure A20.1. Foreflight E-FP & E-Mail Flight Plan Format.

Summary

2018.06.01 18:36Z

KCBM to KTLH (IFR) in BULLY01 Depart 2018.06.01 19:00Z for 0:46 ETE

Routing MINIM WALT

Current Weather KCBM (METAR)

KCBM 011756Z AUTO 24005KT 10SM FEW034 FEW140 29/24 A2993 RMK AO2

SLP136 T02930237 10305 20237 58008 \$

KCBM (TAF)011700Z 0117/0223 23012KT 9999 SCT027 SCT040 QNH2981INS BECMG 0118/0119 21012KT
9999 VCTS BKN040CB QNH2988INS TEMPO 0121/0201 21012G20KT 6000 -TSRA BKN035CB
BECMG 0202/0203 VRB06KT 9999 NSW BKN035 QNH2983INS BECMG 0217/0218 30012KT
9999 SCT060 QNH2981INS

BECMG 0221/0222 33010G15KT 9999 FEW060 QNH2978INS TX34/0121Z TN23/0211Z

KTLH (METAR)KTLH 011753Z 27007KT 10SM BKN043 BKN250 33/21 A2999 RMK AO2 SLP152 CB DSNT SW
MOV NE T03280206 10333 20228 58010**KTLH (TAF)**011720Z 0118/0218 23006KT P6SM BKN050 FM020000 00000KT P6SM SCT100 BKN250
FM020900 00000KT 4SM BR SCT002 FM021300 27007KT P6SM SCT040**Aircraft**

Identifier: BULLY01

Color: GY/GY

Equipment: T38/I Home

airport: KDLFTrue

airspeed: 420

Plan

Departure time: 2018.06.01 19:00Z

Depart: KCBM

Arrive: KTLH Cruise

alt.: 25000

Route: MINIM WALT

Alternate:

ETE: 0:46 at 420 KTAS

Aboard

Souls: 1

Fuel: 1:35

Pilot Contact Information

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830-867-5309 <tel:830-867-5309>

Remarks

REG N874719