***BY ORDER OF THE COMMANDER***
***LITTLE ROCK AIR FORCE BASE***

***LITTLE ROCK AIR FORCE BASE***
***INSTRUCTION 13-250***

***29 APRIL 2010***
*Incorporating Change 1, 27 February 2014*
*Corrective Actions applied on 11 March 2014*

***Space, Missile, Command, and Control***

# *AIRFIELD OPERATIONS AND LOCAL FLYING PROCEDURES*

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(Colonel David A. Kasberg)

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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*, 13 series AFIs, and directs procedures to be used for airfield operations activities at Little Rock AFB. It defines requirements and responsibilities of support agencies for services required and provided. The procedures and instructions are directive for all assigned base and partner units and aircrews, but are not intended to supplement good judgment in the interest of flight safety. The Airfield Operations Board (AOB) has approved this instruction. Deviations to this instruction are authorized only when directed by Air Traffic Control (ATC), Airfield Management (AM), or in emergency situations where adherence would jeopardize safe aircraft operations. This instruction combines various directives, which affect the entire ATC system at Little Rock AFB, into one document common to all users and service agencies. Recommendations for improvements to this instruction are encouraged. Changes will be submitted to the Little Rock AFB Airfield Operations Board (AOB) through the 19th Operations Support Squadron Airfield Operations Flight (19 OSS/OSA) using the exact wording desired for approval on AF Form 847, *Recommendation for Change of Publication*. Prior to submission, changes must be coordinated by the submitting organizations with all affected agencies. 19 OSS/OSA, Airfield Operations Flight Commander, or representative will incorporate all changes approved by the board. This instruction will be reviewed by the AOB annually. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

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***SUMMARY OF CORRECTIVE ACTIONS***

Missing paragraphs 4.8.1 and 4.8.1.1 were added.

***SUMMARY OF CHANGES***

This interim change revises LRAFBI 13-250 by (1) changing the "Quiet Hours" options, (2) updating pattern altitudes, (3) removing procedural references to the Supervisor of Flying (SOF), (4) updating coordination requirements for airfield lighting checks, engine tests, and airfield closures, (5) adjusting drop zone/landing zone procedures, (6) updating Night Vision Goggle operations, (7) updating facility evacuation locations, (8) modifying flight plan filing procedures, and (9) modifying local aircraft priorities. A margin bar (|) indicates newly revised material.

## Chapter 1

## GENERAL INFORMATION

**1.1. Scope.** This instruction prescribes Air Traffic Control (ATC) and Airfield Management (AM) procedures for Little Rock AFB. AFI 13-204 specifies applicable items that must be addressed herein. Command and Wing directives will be consulted in order to determine how to perform specific operations. The procedures described here are directive in nature and apply to personnel and aircraft assigned to the 19 AW, 314 AW, 189 AW, and tenant units. Deviations from the procedures outlined herein are authorized when flying safety dictates, or when directed by Memphis Center, Little Rock (Adams Field) Approach Control, Little Rock AFB Tower, or AM Operations.

**1.2. Policy.** Each partner unit or assigned organization is responsible for ensuring its personnel are familiar with this instruction.

1.2.1. The following definitions apply within this instruction.

1.2.1.1. Shall or must - indicates a mandatory procedure.

1.2.1.2. Should - indicates a recommended procedure.

1.2.1.3. May or need not - indicates an optional procedure.

1.2.1.4. Will - indicates futurity, not a requirement for the application of a procedure.

**1.3. Quiet Hours for Special Events on and Around the Flight Line.**

1.3.1. Coordination for "Quiet Hours" requests will begin with 19 OSS/OSO (Current Operations). 19 OSS/OSO will then forward a request to the 189 OG/OSO, 314 OG/OGO, 29 WPS, 19 OG/CD, 314 OG/CD, 189 OG/CC, 19 MXG/CC, 314 MXG/CC, 189 MXG/CC, and 29 WPS for coordination. Requests will be forwarded to 34 CTS for info only. 19 OG/CC will grant final approval. In order to minimize conflict with formation takeoff times, events requiring quiet hours should not be scheduled during the following time periods: 0920-1005, 1115-1300 and 1415-1615. Quiet hours shall be coordinated prior to ordering invitations or making other special, permanent arrangements as the times may change subject to local flying requirements. Requests must be submitted no later than 10 business days prior to event date to allow proper coordination and notification. If the above suspense is not met, the requester will require face-to-face approval from 19 AW/CC. If proper coordination is not followed, the request for quiet hours is subject to disapproval. Recommend use of loud speaker system to help abate noise pollution.

1.3.1.1. The quiet hours option selected by the 19 OG/CC will be included in the daily flying schedule (Bluelines) on the day of the event.

1.3.2. Special Event Options:

1.3.2.1. Option 1: A sterile flightline. No flying or ground operations.

1.3.2.2. Option 2: No south traffic except on All American Drop Zone (AADZ) days, when PLAYNS Run-ins require pattern aircraft be in south traffic. No High-speed downwind recoveries. No engine runs, aircraft APU/GTC running or aircraft taxi

anywhere on the parking ramp. No aircraft towing, refueling, AGE or K-loader operation within 3 rows of the event location.

1.3.2.3. Option 3: Choose a location option below:

1.3.2.3.1. Hangar 228: No engine runs, aircraft APU/GTC running, taxi or towing, or aircraft fueling: Oscar – Victor parking rows from the flight line road to Taxiway Foxtrot. No engine run above ground idle: Mike – Yankee parking rows. Taxiway Foxtrot open for taxi. Flight line road open to vehicles. No south traffic except on AADZ days, when PLAYNS Run-ins require pattern aircraft be in south traffic. No High-speed downwind recoveries.

1.3.2.3.2. Hangar 276: No engine runs, aircraft APU/GTC running, taxi or towing, or aircraft fueling: Charlie – Juliet parking rows from the flight line road to Taxiway Foxtrot. No engine run above ground idle: Alpha - Mike parking rows. Taxiway Foxtrot open for taxi. Flight line road open to vehicles. No south traffic except on AADZ days, when PLAYNS Run-ins require pattern aircraft be in south traffic. No High-speed downwind recoveries.

1.3.2.3.3. Hangar 233: No ground operations from Papa to Whiskey row, no maximum power engine runs from November to Zulu row, Taxiway Foxtrot open for taxi operations. Taxiway Charlie will not be used by aircraft. No south traffic except on AADZ days, when PLAYNS Run-ins require pattern aircraft be in south traffic. No High-speed downwind recoveries.

1.3.2.3.4. Ramp Ceremony: No ground operations within 3 rows either side of event, no max power engine runs within 6 rows of event. Taxiway Foxtrot open for taxi operations. Flight Line road open to vehicles. No south traffic except on AADZ days, when PLAYNS Run-ins require pattern aircraft be in south traffic. No High-speed downwind recoveries.

1.3.2.4. Hangar 228: No engine runs, aircraft APU/GTC running, taxi or towing, or aircraft fueling: S – V parking rows from the flight line road to TWY F. No engine run above ground idle: W – Z1 parking rows. TWY F open for taxi. Flight line road open to vehicles.

1.3.2.5. Hangar 276: No engine runs, aircraft APU/GTC running, taxi or towing, or aircraft fueling: C – H parking rows from the flight line road to TWY F. No engine run above ground idle: A, B, I - M parking rows. TWY F open for taxi. Flight line road open to vehicles. **Note:** When selecting Hangar 228 or 276, Option 1, 2, or 3 above must also be selected.

1.3.3. Ground operations are defined as: aircraft engine runs, aircraft APU/GTC running, taxi or tow, aircraft fueling, and powered AGE equipment. Automotive vehicles are allowed with the exception of k-loaders.

**1.4. Airfield Coordination Requirements.** Airfield activities (airshows, aerial demonstrations, exercises, deployments, crane operations, construction projects, etc.) must be coordinated through 19 OSS/OSA in advance to ensure proper notification and coordination.

1.4.1. Crane operations must be coordinated through 19 CES a minimum of 60 days in advance of the requested operation to ensure a Federal Aviation Administration (FAA) Form

7460-1, *Notice of Proposed Construction or Alteration* is filed as required by Federal Aviation Regulation (FAR) Part 77, *Objects Affecting Navigable Airspace*. Once there is an approved FAA waiver, 19 OSS/OSA shall be notified 10 days in advance of any crane operation to ensure flying operations are not impacted. **Note:** When the approved FAA Form 7460-1 is returned to the requestor, a copy must be sent to 19 CES and 19 OSS/OSAA. Failure to coordinate may result in suspension of construction operations until approved by the installation commander.

1.4.2. Temporary Construction Waivers: All proposed airfield construction must be coordinated at least 30 days in advance through 19 CES/CEPD for approval of a temporary construction waiver by the 19 AW/CC. See Unified Facilities Criteria 3-260-01 *Airfield/Heliport Planning Design* (UFC 3-260-01), Attachments 2 and 15, for further information.

1.4.2.1. Project administrators must submit waivers through 19 CES 45 days prior to and no less than 30 days prior to project start.

1.4.2.2. Waiver requests will detail obstructions requiring a waiver (construction equipment, vehicles, etc.), and provide necessary procedures to mitigate any safety hazards during the construction.

1.4.2.3. Temporary airfield construction waivers shall be signed and approved by 19 AW/CC prior to starting any airfield construction project.

**1.5. Airfield Construction.** Base civil engineers shall coordinate the location, dates, and times of construction and any restrictions to aircraft operations with AM Operations. **Note 1:** AOF, AM Operations, and (if available) TERPS liaison will be invited to all airfield pre-construction, work in-progress, and project acceptance construction meetings affecting the airfield or airspace surrounding Little Rock AFB's airfield. **Note 2:** IAW AFIs, AM Operations does not provide escorts for airfield construction projects.

1.5.1. AM Operations will display airfield construction hazards on the Airfield Status slide found on the shared drive at \\ltrfs01\tlr_current_ops.

1.5.2. Airfield construction within restricted areas requires the sponsoring agency to provide escorts for contracted personnel. If required, 19 CONS should consider adding licensed and bonded guards/escorts (IAW 19 SFS requirements) into the contract to prevent the Air Force from providing escorts.

1.5.3. AM Operations will ensure all contractors are briefed and trained on safe airfield driving procedures IAW LRAFBI 13-202.

## Chapter 2

## AIRFIELD FACILITIES INFORMATION

**2.1. Airfield Information.** Little Rock AFB's center of the airfield is located at coordinates: 34°55'03"N (34 55.05N), 92°08'42"W (92 08.70W). Field elevation is 310ft Mean Sea Level (MSL).

**2.2. Runway and Assault Zone.**

2.2.1. Runway: The touchdown zone elevation for RWY 25 is 298ft MSL and 307ft MSL for RWY 07. The threshold elevation for RWY 25 is 288ft MSL and 285ft MSL for RWY 07. RWY 07/25 (true azimuth 071/251) is 12,000ft by 200ft with 25ft non-load bearing asphalt shoulders. There are 1,000ft asphalt non-load bearing overruns at each end of RWY 25/07. See Attachment 4.

2.2.2. Assault Zone (AZ): The AZ (true azimuth 069/249) is 3,500ft by 60ft. The AZ has a 300ft unmarked load bearing underrun and overrun and 10ft non-load bearing shoulders. The AZ is painted with a white rectangle dictating the landing surface. The distance from the edge of the Assault Zone to the edge of the main runway is 320ft. See Attachment 4.

**2.3. Taxiways.** All taxiways (TWY) have non-load bearing shoulders and are 75ft wide except for TWYs H and J, which are 40ft wide. See Attachment 4.

**2.4. Runway Selection Procedures.**

2.4.1. RWY 25 is designated as the calm wind and primary instrument RWY. Mission requirements (AADZ run-in, AZ landings, surrounding airspace, etc.) make designation of RWY 25 advantageous even when the prevailing winds favor RWY 07.

2.4.2. When the 19 AW, 314 AW, and/or 189 AW are scheduled to fly, base weather shall call tower watch supervisor whenever a tailwind component of 10 knots or more is forecast to remain in effect for more than 2 hours. The Watch Supervisor will monitor current wind situations at Little Rock AFB and determine if a runway change is necessary.

2.4.3. If the WS elects to change the active RWY, he/she will notify Command Post, Little Rock (LIT) Approach, AMOPs, Tower Chief Controller who will notify 19 OG/CC office, and Base Weather. Additionally, tower will attempt to coordinate with 189 AW "FOXTROT" prior to changing the RWY in use. As soon as the decision is made to change the active RWY. the Tower shall make a transmission on frequencies 121.5 and 243.0 notifying LRAFB aircraft of RWY change in progress.

2.4.4. Tower will determine when to commence the RWY change based upon existing air traffic. Tower shall coordinate with Little Rock (LIT) Approach, AM Operations, 19 OG/CC or designated representative, and Base Weather before changing the runway and notify these agencies upon completion of the runway change.

**2.5. Airfield Lighting Systems.** Airfield lighting controls are located in the tower.

2.5.1. Runway lighting: RWYs 07/25: HIRLs, ALSF-1 Sequenced Flashing Lights, and PAPI lights.

2.5.2. AZ: HIRLs that will be set with RWY lights but not greater than step 3, unless requested by pilot.

2.5.3. Infrared (IR) lights: RWY 25/07 and AZ 069/249 are equipped with IR lighting for Night Vision Goggle (NVG) training.

2.5.3.1. IR lighting configuration pattern is an AMP-2 on RWY 25 and AZ 069/249. One IR light is located on either side of RWY 25 at 500ft and 1,000ft, and on the AZ 069/249 at the threshold and 500ft. Additionally, one strobe light is located on centerline at the departure end overrun of RWY 25 and AZ 069/249. Due to equipment limitations, AMOPs must receive at least 2 hours advanced notification if aircrews need the IR lights set-up on RWY 07. The IR lights are solar-charged/battery powered and are automatically activated at night via photo sensors.

2.5.4. Minimums for inoperative airfield lighting: When airfield lighting, or portions of it, is inoperative, the following procedures apply:

2.5.4.1. See FLIP for decision height and minimum descent altitude no light minimums.

2.5.4.2. Circling approach minimums are not affected.

2.5.4.3. Sequenced Flashing Lights (SFL): Although an optional addition to the ALSF-1 approach lights, SFLs do not change approach minimums; however, the RWY must be clearly outlined for landings at night regardless of weather conditions (AFI 11-206, Vol 3). Outages of any system, or a portion of any system, must be promptly reported to AM Operations for a determination of system degradation. If it is determined that there is a system degradation, AMOPS will issue a NOTAM IAW AFI 11-208.

2.5.4.4. Tower will include the following statement on the ATIS: "APPROACH LIGHTS OUT, NO LIGHT APPROACH MINIMA APPLIES."

2.5.5. 19 CES will check airfield lighting as outlined in para 2.17.5.2.2. of this instruction.

**2.6. Permanently Closed/Unusable Portions of Airfield.** There are no permanently closed or unusable areas of the airfield.

**2.7. Aircraft Arresting Systems.** There are no aircraft arresting systems on the airfield.

**2.8. Parking Plan/Restrictions.** See LRAFBI 11-102, *Aircraft Parking Plan*.

2.8.1. Parking ramp responsibility:

2.8.1.1. The 19th Maintenance Operations Center (MOC) is the OPR for AETC and AMC parking ramps.

2.8.1.2. The ANG parking ramp is coordinated through 189 AW MOC.

2.8.1.3. The transient alert parking ramp is controlled by AM Operations.

2.8.2. The Compass Rose is restricted to C-130 or smaller aircraft.

2.8.3. The Christmas Tree Parking Apron is restricted to C-17 or smaller aircraft. **Note:** Stub 1 of the Christmas Tree is used for AGE equipment parking. All AGE equipment must remain behind the white lines. C-130 aircraft wishing to park on stub 1 require prior permission from the Airfield Manager or designated representative.

**2.9. Air Traffic Control and Airfield Management Operations Facilities.**

2.9.1. The control tower and airfield management will be staffed when locally assigned aircraft are scheduled to fly or as directed by the 19 OG/CC. Airfield closures will be as scheduled in the IFR Enroute Sup. During low flying periods, the tower may be staffed with minimal manning. Airfield management must have two qualified personnel on duty at all times, unless otherwise directed by the AOF/CC.

2.9.1.1. Normally, the daily flying period is 0800L – 0200L, Monday – Friday and Saturdays and Sundays when more than four base-assigned aircraft are scheduled to conduct local flying.

2.9.1.2. Little Rock AFB tower and airfield management operations are staffed IAW AFMS 13E1, *Manpower and Organization Airfield Operations Flight*. Emergency Staffing Level (ESL), a term for staffing below authorized levels, represents the minimum number of qualified personnel available to provide normal services without degrading safety.

2.9.1.3. AM Operations will not factor the Airfield Manager, Deputy Airfield Manager, or unqualified 3-level personnel into ESL computations. When AM Operations staffing reaches ESL, actions will be taken to mitigate the impact IAW AFIs.

2.9.1.4. Operating the tower at ESL requires combining control positions and/or staffing shifts with a senior controller instead of a dedicated watch supervisor. During tower's ESL and while operating with a senior controller, the VFR traffic pattern may be limited. Should any Airfield Operations Flight facility remain at ESL for more than 60 days (or personnel staffing declines below ESL), additional curtailment actions will be completed IAW AFIs.

**2.10. Local Frequencies.**

**Table 2.1. Local Frequencies.**

| AGENCY | UHF | VHF | CHANNEL |
|---|---|---|---|
| LIT ATIS | | 125.65 | 1 |
| LRF CLNC DLVY | 253.5 | | 1 |
| LRF GND | 275.8 | 132.8 | 2 |
| LRF TWR | 269.075 | 120.6 | 3 |
| LIT DEPT | 306.2 | 119.5 | 4 |
| MEMPHIS CTR | 281.55 | 126.85 | 5 |
| MEMPHIS CTR | 377.15 | 128.475 | 6 |
| BJ DZ (FM 46.75/HF 7460) | 342.4 | 139.6 | 7 |
| LIT APP | 340.8 | 135.4 | 8 |
| LIT APP | 257.625 | 120.125 | 9 |
| LRAFB CP "ROCK OPS" | 349.4 | 143.875 | 13 |
| LRAFB CP "ROCK OPS" | 321.0 | | |
| PTD COMMON | 372.2 | | 14 |
| METRO | 239.8 | | 15 |
| LRF ATIS | 251.1 | 119.175 | 16 |
| UNICOM | | 122.8 | 16 |
| 189 AW ANG OPS "PROP OPS" | 225.45 | 138.6 | 17 |
| AA DZ/LZ | 342.3 | 143.75 | 18 |
| FSS COMMON | 255.4 | 122.55 | 19 |
| 314 AW SOF | 349.4 | 138.95 | |

**2.11. Navigational Aids (NAVAIDS), Preventative Maintenance Inspection (PMI), and Generator Power.**

2.11.1. Tower is designated as the NAVAIDS/NOTAM monitoring facility. All equipment or monitor malfunctions, including alarms, shall be promptly reported to maintenance personnel. Tower shall inform AM Operations when a NAVAID is removed from service due to a maintenance malfunction or a scheduled maintenance period. AM Operations will send the appropriate NOTAM IAW AFI 11-208.

2.11.1.1. Little Rock AFB maintains (except the VORTAC) the following NAVAIDS:

**Table 2.2. NAVAIDS Location, Frequency, & IDENT.**

| FACILITY | LOCATION | FREQ/CHNL | IDENT |
|---|---|---|---|
| VORTAC | LRF 181/14.5 NM | 113.9 MHz/CH 86 | LIT |
| TACAN | North of mid-field | CH 29 | LRF |
| NDB | LRF 069/7.1 NM | 290 KHz | TYV |
| ILS | On the airfield | | I-TYV |
| -Localizer | West end of airfield | 109.9 MHz | |
| -Glide Slope | East end of airfield | 333.8 MHz | |

2.11.1.2. Before taking a NAVAID with monitors, 19 CS Operations Flight will inform the tower watch supervisor. **Note:** Flight check on a NAVAID with monitors renders a NAVAID unusable for the period of the flight check. AMOPS shall issue a NOTAM IAW AFI 11-208.

2.11.1.3. There are two ground TACAN checkpoints, located on TWY A and E.

2.11.1.4. Little Rock AFB NAVAID components are not part of the National Airspace System.

2.11.2. Preventative Maintenance Inspection (PMI): 19 CS Operations Flight will notify the AOF at least 24 hours in advance of any ATCALS equipment (TACAN, ILS, etc.) requiring downtime outside of the No-NOTAM PMI schedule, located in the DoD IFR Enroute Supplement. The AOF will coordinate necessary downtime with the Tower Chief Controller, Airfield Manager, 19 OSS/CC, 314 OG/CC, and the 19 OG/CC. If the weather is VFR during the downtime and there will be minimal wing flying, the 19 OSS/CC may approve downtime requests; however, the 19 OG/CC retains final approval authority. **Note:** 19 CS shall use the ATCALS Downtime Request Form found in Attachment 5 when requesting ATCALS downtime outside of the No-NOTAM PMI schedule.

2.11.2.1. Meteorological and Navigational Aid (METNAV) shall attempt to schedule all downtime requests prior to or after scheduled wing flying.

2.11.2.2. 19 CS personnel or contractors must contact the tower watch supervisor/senior controller prior to taking any NAVAID off the air or performing any PMI action, even during the No-NOTAM PMI window. The tower watch supervisor, AOF, or tower chief controller should postpone scheduled PMI during actual or forecasted IMC conditions or when visibility goes/or is forecast below 5 miles and ceiling below 3,000ft, IAW AFI 33-100, *Repairing and Restoring Air Traffic Control and Base Weather Facility Malfunctions* and the DoD IFR Enroute Supplement.

2.11.2.3. Upon approval of ATCALS downtime, the AOF will notify the tower chief controller and/or watch supervisor, and the Airfield Manager.

2.11.3. Generator Power: During normal operations, all ATCALS facilities are authorized to rely on auxiliary power auto-start capability.

2.11.3.1. METNAV and civil engineer personnel must obtain tower's approval prior to changing power (generator or commercial) at ATCALS facilities. Generator tests should be conducted during non-scheduled flying hours.

**2.12. Transient Alert.** See the IFR Enroute Supplement for transient services and available hours.

**2.13. Automated Terminal Information Service (ATIS) Procedures.** The ATIS is used for essential non-control information as outlined in FAA ORDER JO 7110.65, *Air Traffic Control*. The following local advisories will be included on the ATIS, when appropriate:

2.13.1. Bird Watch Condition (BWC) and Deer Watch Condition (DWC), other than Low.

2.13.2. Avian Hazard Advisory System (AHAS), when AHAS is reported as Severe.

2.13.3. Index of Thermal Stress (ITS), when ITS is Caution or higher.

2.13.4. NOTAMs affecting aircraft operations issued less than 24 hours prior.

2.13.5. Airfield Advisories.

**2.14. Aircraft Special Operations Areas.**

2.14.1. Combat Off-load (COL): Primary COL is conducted on the Compass Rose and may be used for day, night, or NVG operations. The secondary COL area is the Christmas Tree ramp and may be used for day, night, or NVG operations. AM Operations will issue a local NOTAM when the Christmas Tree ramp or Compass Rose is not available. ATOC should remove the pallets not later than 30 minutes after the completion of the COL operation and perform a complete FOD check of the area and notify tower when the area is usable for aircraft operations.

2.14.1.1. When the primary or secondary COL areas are not available, Zulu parking rows can be used if approved by AM Operations (UHF 372.2). AM Operations will ensure no transient aircraft are inbound prior to approving a COL in the Zulu parking area. Extreme vigilance is required when conducting COL operations in the Zulu parking area. When using Zulu row for COL, ATOC should remove the pallets not later than 30 minutes after the completion of the COL operation and inform AM Ops when complete. AMOPS will perform a complete FOD check of the area and notify tower when the area is usable for aircraft operations.

2.14.1.1.1. Aircraft will use an East to West direction to prevent jet blast damage to buildings and vehicles, ensuring adequate ramp space is available and aircraft are not parked in spots directly in front of the COL aircraft.

2.14.2. Hot Pit Refueling Areas: Little Rock AFB does not have the capability for hot pit refueling.

**2.15. Aircraft Tow Procedures.**

2.15.1. Aircraft must be towed by qualified maintenance personnel.

2.15.2. Maintenance personnel requesting aircraft tows shall:

2.15.2.1. Contact ground control prior to commencing tow.

2.15.2.2. Maintain radio contact with ground control until the tow is complete.

2.15.3. If tower observes an aircraft moving without two-way radio contact and the aircraft's intentions cannot be verified with 19 AW MOC, 189 AW MOC or AM Operations, the tower will implement anti-hijacking procedures, IAW Little Rock Air Force Base Plan 502.

2.15.4. Outside of wing flying hours (normally 0200L-0600L) or when the tower is closed and after tower releases control to MOC, MOC will handle requests for tow clearances or engine runs. Before the start of wing flying, tower will contact MOC for a listing of all engine runs/tows being conducted on the airfield. Engine runs will be monitored IAW paragraph 2.20.

**2.16. Aircraft Taxiing Requirements/Routes.**

2.16.1. Any B-52 arrival must be pre-coordinated with the Airfield Manager 1 day before landing to create a runway entry/exit plan. Note: Taxiing aircraft must exercise extreme caution during ramp and TWY operations as numerous vehicles transition along the ramp and TWY F west of the instrument hold line. These vehicles are not in communication with the tower.

**2.17. Airfield Maintenance (Airfield Sweeper, Airfield Lighting Procedures, Airfield Mowing.**

2.17.1. Airfield Sweeper Procedures:

2.17.1.1. The highest sweeper priority on Little Rock AFB is the airfield. Elimination of debris from airfield parking areas and travel routes can significantly reduce Foreign Object Damage (FOD) incidents costing thousands of dollars. A regular and systematic sweeping program is a very important part of the overall FOD program.

2.17.1.2. The Airfield Manager, 19 OSS/OSAA, shall be the responsible agency for overall monitoring of the sweeper program on the airfield.

2.17.1.3. Airfield Management Operations (AM Ops) personnel will conduct an airfield FOD check prior to the start of flying activities and inspect/check the airfield throughout the day to ensure all areas remain FOD free. The daily airfield inspection will normally be conducted NLT 0800.

2.17.1.4. All airfield users will pick up FOD as they see it. When the volume of FOD and the areas over which it is spread are too great, report the location of FOD accumulation to AM Operations.

2.17.1.5. Civil Engineer Squadron (CE) will dispatch a sweeper and operator daily who will report to AM Operations (building 120) prior to 0815, Monday through Friday, for sweeping assignments. The operator will check in with AM Ops prior to beginning operations, and will check out with AM Ops when leaving the airfield for any reason.

2.17.1.6. CE will provide an emergency standby operator during weekend and federal holiday hours to sweep required areas reported by AM Ops. The standby operator will respond to the airfield within 1 hour. The operator will check in with AM Ops prior to beginning operations, and will check out with AM Ops when leaving the airfield.

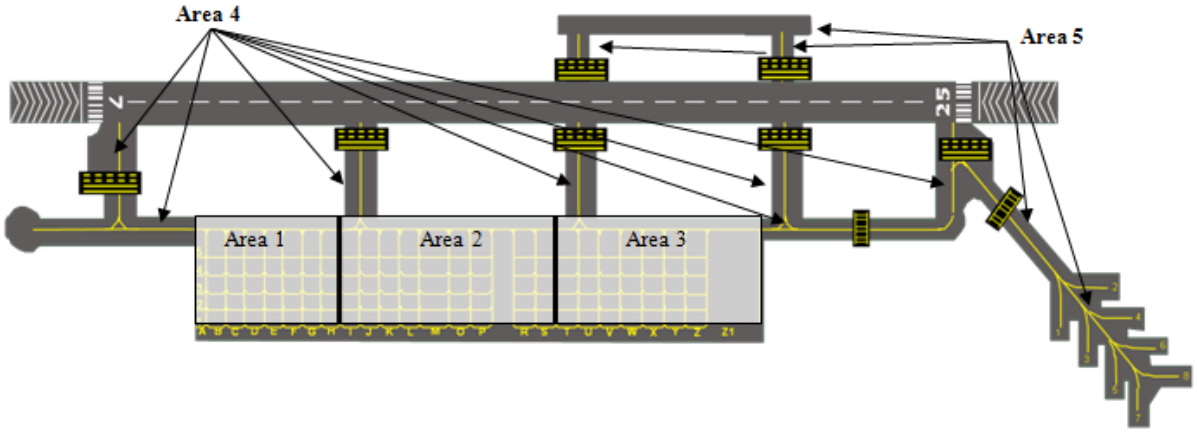
2.17.2. Sweeper Schedule:

2.17.2.1. Little Rock AFB currently has three sweepers. One sweeper must be available for use on the airfield at all times.

2.17.2.2. Daily sweeping requirements are threefold. The first is to clean all areas identified through the daily airfield inspection that requires immediate attention. The second is normal sweeping of the designated area of the day. When the designated area is completed, the operator will report to AM Ops for further assignments or for release, as appropriate. The third is for emergency airfield sweeper requirements, i.e., aircraft incident/accidents. It is imperative the sweeper operator maintain a state of readiness at all times and have the ability to respond to the airfield within 30 minutes.

2.17.2.3. The weekly sweeper's schedule by area is shown in Figure 1. Beginning with Area I on Monday, Area II on Tuesday, etc.

**Figure 2.1. Weekly Area Sweeping Schedule and Diagram.**




Area 1 - Apron Rows A thru I and Taxiway F adjacent to Rows A thru I.

Area 2 - Apron Rows I thru T and Taxiway F adjacent to Rows I thru T.

Area 3 - Apron Rows T thru ZI and Taxiway F adjacent to Rows T thru ZI.

Area 4 - Taxiways A, B, C, D, and E from the Runway Holdline to Taxiway F.
- Taxiway F from A Row to the Compass Rose, and Taxiway F from ZI to Taxiway E.

Area 5 - Assault Zone, Taxiway's G, H, J, and X-mas Tree Apron.

2.17.2.4. Sweeper operators will not operate trucks mounted with metal bristles, as the bristles tend to separate and create FOD.

2.17.2.5. When Aircraft Maintenance Unit (AMU) supervision determines that one or more limited areas need to be swept, they will contact AM Ops and provide details. AM Ops will determine the appropriate priority and dispatch the sweeper in accordance with that priority. **Note:** This procedure applies only to aircraft taxi/tow routes and not general areas or parking lots, etc.

2.17.2.6. If sweepers are not available or cannot adequately clean area to be swept, Airfield Management will work with CE to sweep limited areas of major FOD concentration by hand. **NOTE:** The Maintenance Operation Center will provide sweeper crews as necessary for these areas.

2.17.3. Operations.

2.17.3.1. CE will provide a radio for the sweeper operator. Two-way radio contact must be established with the control tower prior to entering the Runway, Assault Zone, and Taxiways. The operator will monitor the radio at all times while on these areas. If radio contact is lost, the operator will immediately and safely vacate the area and proceed to AM Ops.

2.17.3.2. CE will ensure that all flight line sweeper operators have in their possession an AF IMT 483, Certificate of Competency for Airfield Driving and a USAF Restricted Area Badge (AF Form 1199), authorizing them access to all areas of the airfield.

2.17.3.3. Sweeper outages will be reported by LRS and/or CE to AM Ops as soon as the information becomes known. Specify the nature of the maintenance problem and expected in-commission time.

2.17.4. Special Emphasis.

2.17.4.1. Units possessing aircraft have the primary responsibility for the FOD program in their aircraft parking areas. When assistance is required due to unusual circumstances and to control potential FOD, units should contact AM Ops for sweeper support.

2.17.4.2. Close coordination will be maintained between CE and the Airfield Management to support this instruction to the maximum extent.

2.17.5. Airfield Lighting Systems Inspection, Maintenance, and Reporting Procedures

2.17.5.1. Airfield Management will:

2.17.5.1.1. Conduct a daily nighttime/evening airfield lighting serviceability check.

2.17.5.1.2. Document airfield lighting discrepancies to include the date/time found, who the outage was reported by/to, and follow-up actions until the discrepancy is closed.

2.17.5.1.3. Report lighting outages and/or deficiencies to CE Electrical Systems for correction.

2.17.5.1.4. Outages exceeding allowable tolerances and/or any airfield lighting discrepancy which is considered a hazard to flight safety will immediately be reported to CE for priority response.

2.17.5.1.5. Minor outages identified during non-duty hours which fall within allowable tolerances and do not pose a hazard to flight safety may be reported the following duty day.

2.17.5.2. CE Electrical Systems Personnel will:

2.17.5.2.1. Review AM's airfield lighting discrepancy log.

2.17.5.2.2. Inspect airfield lighting systems Mon-Fri (except holidays) prior to 0900L.

2.17.5.2.3. Notify AMOPS when the lighting inspection is completed, of any additional outages, and the status of fix actions until discrepancies are repaired/closed.

2.17.5.2.4. Respond to airfield upon notification from AMOPS personnel of airfield lighting discrepancies which exceed allowable tolerances and pose a hazard to flight safety.

2.17.5.3. These procedures are established IAW AFIs. Deviations to these procedures will be coordinated on an individual basis between CE Electrical Systems and AMOPS.

2.17.6. Mowing Operations: The normal mowing season is between March and October. Mowing operations are completed by contract with CE serving as the Quality Assurance representative. Airfield grass height will be maintained between 7 and 14 inches. Due to sometimes unfavorable airfield conditions, mower operators must check in with AM Operations prior to starting airfield mowing operations. AM Operations will notify the appropriate agencies depending on the mowing locations. Mowers must contact tower whenever mowing on the airfield.

2.17.6.1. Due to the closeness of the mowers to the AZ, mowers are required to get preapproval from the tower before getting within 50ft of the AZ. While in this area, mowers are required to maintain radio contact with the tower in case they are required to vacate the area for aircraft landings/departures. Mowing operations around the AZ should be conducted before wing flying to minimize delays to landing and departing aircraft.

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

2.18.1. AM Operations will conduct these checks based on current meteorological conditions. Results of these checks will be reported to appropriate wing agencies for dissemination to aircrews. When the airfield is open, AM Operations is responsible for determining and reporting RSC/RCR as required IAW T.O. 33-1-23, *Procedures for Use of Decelerometer to Measure Runway Slickness,* and LRAFB Plan 32-1002, *Snow and Ice Control*. The RSC/RCR and any subsequent changes shall be relayed to tower, command post, and base weather. Tower will notify other concerned ATC agencies. AMOPS will send a NOTAM whenever the runway surface condition is other than dry.

**2.19. Runway Inspections/Checks Procedures and Requirements.**

2.19.1. Airfield Management will inspect the airfield daily prior to the start of flying activities. Additional airfield checks will be accomplished as needed IAW AFIs. Normally, AM Operations will perform airfield and RWY checks; however, other personnel may be delegated the responsibility but must be trained and certified by the Airfield Manager or designated representative prior to assuming duties.

2.19.2. AM Operations will conduct the following specific airfield checks:

2.19.2.1. Foreign Object Damage (FOD) and Bird Aircraft Strike Hazard (BASH): This check will be accomplished daily before flying activities begin and as required throughout the day.

2.19.2.1.1. AM Operations will conduct a FOD check, time and traffic permitting, of the runway and taxiways before any fighter (excluding A-10) and KC-135R lands/departs. Traffic permitting, tower will provide a call to AMOPS upon receiving the inbound strip.

2.19.2.2. Airfield Lighting Serviceability: This check will be completed before the start of NVG ops, the hours of darkness, or during the overt NVG window.

2.19.2.3. Runway Surface Condition/Runway Condition Reading will be conducted when weather conditions or braking reports require or at pilots request.

2.19.2.4. In-flight and Ground Emergencies: See Para 6.19.1.

2.19.2.5. Check for conditions that could affect safe airfield operations during other events, such as unauthorized aircraft landings, severe weather, airfield driving violations, checks of construction areas, natural disaster (tornado, typhoon, earthquake, etc.).

2.19.3. When a RWY/TWY check is required, AM Operations will be notified as soon as possible. Tower or AM Operations will suspend aircraft operations, in the affected area, until the check is complete. Tower will give AM Operations priority access to the runway and taxiways if FOD is reported or suspected to conduct FOD checks. If normal operations cannot be immediately resumed following the check, AM Operations will close the affected area and issue a NOTAM until operations can be resumed.

**2.20. Engine Test/Run-Up Procedures.** Maintenance personnel or Aircrews requesting engine runs (throttles out of ground idle range) for maintenance and system checks shall first contact MOC and then ground control for clearance. Due to radio limitations, 189th AW crews are exempt from the requirement to contact MOC. Maintain radio contact with ground control until the engine run is completed. Workload permitting, ground controllers will issue advisories to all traffic in radio contact requesting to operate behind an aircraft performing an engine run; however, aircraft commanders are ultimately responsible for aircraft safety when in proximity to engine run operations. When the tower is closed or daily after wing flying, MOC will handle requests for maintenance engine runs per paragraph 2.15.4 and 6.14.

2.20.1. Parking Rows B – Z, spots 1-5 in each row (except U1-2 and V1-2 for ATC tower noise abatement), are authorized for idle power engine runs. Aircraft are authorized to conduct above flight idle engine runs if the parking spot directly behind is vacant (to include taxiing aircraft, vehicle, and pedestrian movement) during the duration of the engine run. Note: Aircraft in Papa Row may conduct engine runs regardless of aircraft parked in Romeo Row as the necessary distance requirement is met; however, spotters must still consider vehicle and pedestrian movement.

2.20.2. Engine Runs Conducted by Aircrew Members. Note: Aircrews should not normally conduct engine runs or propulsion system checks in lieu of maintenance personnel. All engine run propulsion systems checks will be performed by qualified aircrew members and accomplished IAW MDS specific -1 guidance. MDS specific -6 procedures will be conducted by FCF crews only. The aircraft commander is ultimately responsible for ensuring all potential danger areas are clear. When conducting engine runs at or above flight idle in congested areas (i.e. aircraft parking rows), the aircraft commander will use an external spotter (crewmember or maintainer) to monitor the aircraft and danger areas and advise the crew of any hazards. The external spotter will connect to the aircraft's interphone system and close the crew entrance door. The external spotter will take a position outboard of the left wing, in a position to see the pilot and the area behind the aircraft. After the engine run is completed and clearance is given by the pilot, the external spotter can board the aircraft.

**2.21. Noise Abatement Procedures.** Formal noise abatement procedures are not applicable; however, avoid overflying base housing and the school, both located south-southwest of the runway. See Attachment 2 for VFR ground tracks.

**2.22. Noise Complaints.**

2.22.1. During duty hours (0730-1630L), refer all noise complaints to PA (DSN: 731-3601).

2.22.2. After duty hours, Command Post will record the information and forward it to the public affairs office the next duty day.

**2.23. Protecting Precision Approach Critical Areas.**

2.23.1. Localizer & Glideslope Critical Areas:

2.23.1.1. In addition to standard RWY hold lines, there are instrument hold lines and illuminated instrument (INST) hold signs on TWYs F and G.

**Figure 2.2. ILS/Localizer Critical Area.**

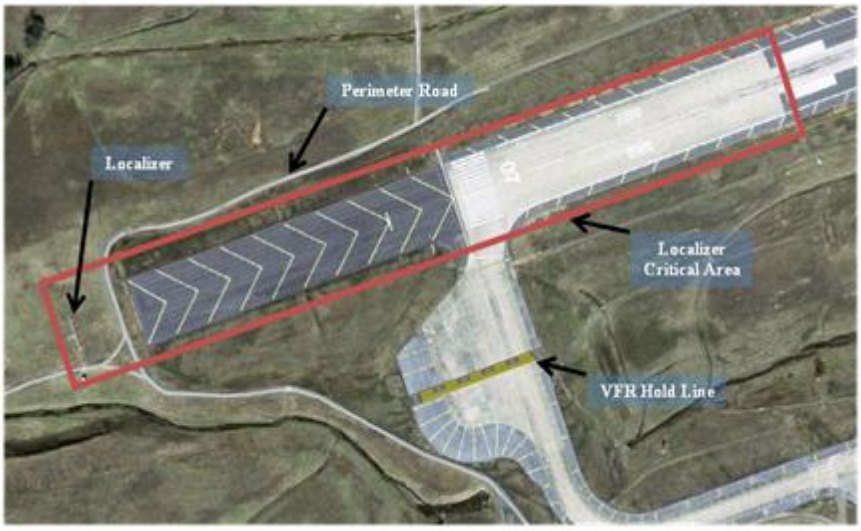
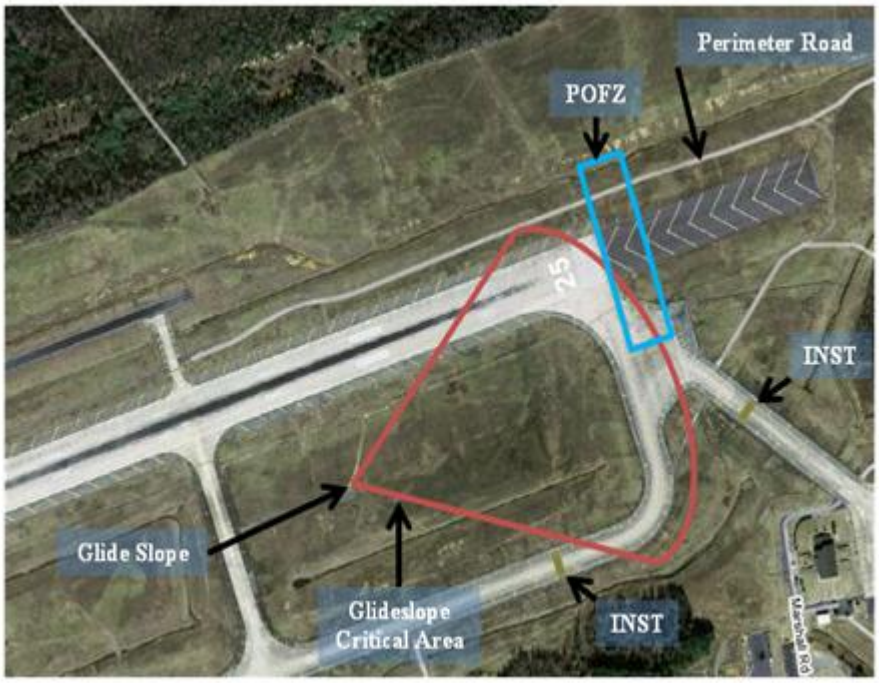


**Figure 2.3. RWY 25 ILS/Glideslope and POFZ Critical Areas.**




2.23.1.2. The INST hold signs are turned on when the reported weather conditions are ceiling less than 800ft and/or visibility less than 2 miles. When the INST hold signs are illuminated, tower shall prohibit aircraft or vehicles beyond the INST hold lines if an arriving aircraft is inside the final approach fix (FAF) (This procedure is more restrictive than FAA ORDER JO 7110.65 and AFIs). The following exceptions apply:

2.23.1.2.1. Aircraft may be in or over the localizer critical area while landing, departing, exiting, or conducting missed approach. DO NOT allow aircraft to stop in the critical areas unless an emergency exists.

2.23.1.3. When the reported weather conditions are ceiling less than 200ft and/or RVR 2,000ft or less (1/2 mile if RVR is not available) do not authorize vehicle or aircraft operations in or over the localizer critical area when an arriving aircraft is inside 1 NM from touchdown.

2.23.1.4. When weather conditions are such that the INST hold lines are NOT in effect, but an arriving aircraft is conducting a "coupled approach" or “autoland” the tower shall protect the appropriate critical area. Inform the aircraft when the appropriate critical areas are not being protected. (Phraseology: "ILS CRITICAL AREA NOT PROTECTED"). **NOTE:** Vehicles/aircraft must obtain tower clearance to enter either of the critical areas when the instrument hold signs are illuminated.

2.23.2. Precision Obstacle Free Zone (POFZ):

2.23.2.1. The POFZ is an 800 foot wide by 200 foot long rectangular area centered on the runway centerline, beginning at and extending outward from the threshold, designed to protect aircraft flying precision approaches from ground vehicles and other aircraft

when the ceiling is less than 300 feet, or visibility is less than ¾ statute mile (or runway visual range below 4,000 feet). See Figure 2.3.

2.23.2.2. The POFZ is considered clear even if the wing of the aircraft holding on a taxiway waiting for runway clearance penetrates the POFZ; however, neither the fuselage nor the tail may infringe on the POFZ.

2.23.2.3. IAW LRAFBI 13-202, Non-essential vehicle operators will obtain permission from tower to enter the POFZ (which is penetrated while transiting the east end perimeter road or holding short of the runway at Txy E) prior to entering the POFZ. Ground vehicles essential to airport operations are excluded from this requirement. Essential vehicles include those vehicles necessary for the maintenance of the airport and navigation facilities, but do not include non-essential vehicles such as construction, refueling vehicles, or mowers.

2.23.2.4. In the event that taxiing/parked aircraft or vehicles are not clear of the POFZ, controllers are to provide traffic advisories only to the arriving aircraft regarding the position of the offending aircraft/vehicles.

**2.24. Airfield Restricted Areas.**

2.24.1. Restricted areas: Areas on the airfield designated by the installation commander for the protection of resources. The C-130 parking apron is a designated restricted area (parking rows A through Y). Additionally, all aircraft maintenance hangars and the Christmas tree parking apron are designated restricted areas when protection-level 3 resources or higher are present.

2.24.2. Individuals must have a restricted area line badge (AF Form 1199) or be escorted by someone who does before entering these areas. Contact unit security managers for specific details.

**2.25. Runway Suspension Procedures.** Tower and/or AM Operations should temporarily suspend RWY or AZ operations anytime an unsafe condition exists (e.g. dropped objects, FOD, liquid spills, wildlife, etc). AM Ops will complete an airfield check of the affected area and report status of the RWY/AZ prior to resuming operations. **Note:** AM Operations has authority to impose airfield restrictions (close, suspend, or resume RWY/AZ or taxiway operations) as necessary.

**2.26. Airfield Closure Procedures.** The process for closure requests outside of published airfield operating hours can be found in AFI 13-204V3. The AOF/CC will coordinate all closures with, at a minimum, 19 OSS/OSO, 314 OG/OGO, and 189 OG before requesting final approval as instructed by AFI 13-204V3 and applicable supplements.

2.26.1. Will take control of the airfield when the control tower, AMOPS, and airfield are closed. Otherwise, owner/user personnel will be actively involved in security of their assets by providing internal control and surveillance for aircraft parking areas and resources. Security response will be provided by SFS.

**2.27. Airfield Opening Procedures.**

2.27.1. Responsibilities:

2.27.1.1. AM Operations:

2.27.1.1.1. Will call 19 SFS via the hot line to obtain control of the airfield.

2.27.1.1.2. Will notify 19 AW/CP and 189 AW/CP of airfield opening. **Note:** Control of the airfield will be transferred to AM Operations upon request. At that time, all information of any personnel in the CMA will be given to AM Operations.

2.27.1.1.3. Will document on AF IMT 3616, *Daily Record of Events*, each vehicle by call sign that is on the airfield plus any additional pertinent information relayed by Security Forces.

2.27.1.1.3.1. Will advise the control tower via the Tower Net or Tower Hotline of all vehicles within the CMA, by call sign, prior to opening.

2.27.1.1.4. Report for duty 1 hour prior to pre-coordinated ETA/ETD or scheduled opening time and complete an airfield inspection/check and transfer control of the airfield to tower 30 minutes prior to a pre-coordinated ETA/ETD or scheduled opening time, whichever comes first.

2.27.1.2. Control Tower:

2.27.1.2.1. Will be operational and expect control of the airfield from AM Operations 30 minutes prior to a pre-coordinated ETA/ETD, or scheduled opening time.

2.27.1.2.1.1. Will receive control of the airfield from Airfield Management via the Tower Net or Tower Hotline. At that time, the call sign of each vehicle within the CMA will be relayed to the Tower.

2.27.1.2.1.2. Will confirm the location of all vehicles relayed by AM Operations and request any other vehicles to check in if not already called by making the following announcement to all agencies on the Tower Net: "Little Rock Air Force Base airfield is open, contact Tower for approval onto the Controlled Movement Area."

**2.28. Radio and Visual Blind Spots.**

2.28.1. Radio: Occasionally, transmissions on the Clearance Delivery frequency are not received by the tower from aircraft located in the Christmas Tree and/or the transient ramp (Row "Z1" spots 3-5).

2.28.2. Visual: West of the jumbo hangar (bldg. 250) and the Christmas Tree apron.

**2.29. Aircraft Rescue Fire Fighting (ARFF).**

2.29.1. ARFF notifications will be accomplished IAW AFI 13-204V3_AMCSUP.

2.29.2. The ARFF capability degradation restrictions are defined by the ARFF/Airfield Operations Restriction working group, and will be published separately in an Operations Letter to be incorporated into applicable checklists and FLIPs as appropriate. The working group is co-chaired by the OSS/CC and CES/CC, delegated no lower than their respective deputies and will convene IAW AFI 13-204V3_AMCSUP.

## Chapter 3

## LOCAL FLYING AREAS

**3.1. General Description of Local Terrain and Obstructions.** The area surrounding Little Rock AFB is generally flat with some rolling hills (400ft to 500ft MSL) west of the RWY. The highest obstruction within 25 NM of Little Rock AFB is a television antenna (2,220ft MSL) 17.8 NM southwest, approximately in line with the RWY.

**3.2. Local Flying Area.**

3.2.1. Consists of a 600 NM radius around Little Rock AFB. **Note:** Flights in and around the Warrior MOA and KAEX will also be considered local area for members of 34 CTS and 34 CTS certified Trainer/Mentors.

3.2.1.1. Restricted areas 2403A/B are located approximately five miles west of Little Rock AFB (see Para 3.5.).

3.2.1.2. There are three drop zones (DZ) in the Little Rock AFB area: All American (AADZ) located in R-2403A, which encompasses an AZ; Black Jack (BJDZ) located approximately 19 miles NNE of Little Rock AFB and JAX DZ located just north of RWY25/07 and at the west end of the AZ on Little Rock AFB (see Para 3.7.).

**3.3. Designation of Airspace.** The aerodrome is designated as Class D airspace. It encompasses a 5.6 NM circle from the center of the airfield, from the surface to and including 2,800ft MSL. Two-way radio communication is required with ATC prior to entering the Class D airspace and will be maintained until exiting the Class D airspace or a frequency change approval is given by the tower. Little Rock Approach may use portion of the Class D airspace as shown in the Little Rock AFB Tower and Little Rock Tower Coordination LOA, Attachment 2.

**3.4. Fixed Wing Functional Check Flight (FCF) Area.** The Little Rock AFB FCF local flying area begins 30 NM from the Jacksonville TACAN (LRF) to the 600 NM boundary; on a line from LRF through Jackson VORTAC (JAN), then clockwise to a line from LRF to Walnut Ridge VORTAC (ARG); then due north of Walnut Ridge VORTAC to the area boundary. Normally, an FCF will be performed under radar control and in the FCF area to the maximum extent possible.

**3.5. Restricted Areas.**

3.5.1. R-2403 A/B is located 5-9 miles west of Little Rock AFB and can be active up to 16,000ft. The Department of the Adjutant General of the Arkansas Army National Guard controls R-2403A/B. NOTAMs concerning R-2403A/B are found in the Enroute Special Notice section under Memphis ARTCC. Little Rock AFB control tower will have R2403 active times on the DATIS as applicable.

3.5.1.1. When notified, Little Rock AFB AM Operations may process a local NOTAM for the activation of R-2403A/B; however, IAW AFI 11-208, AM Operations is not required to issue any NOTAM concerning R-2403A/B activity. The Camp Robinson Range Officer coordinates all starts/stops/changes to operations in R-2403A/B with LIT Approach Control. Requests to deactivate R-2403A/B, due to an emergency, will be made through LIT Approach Control.

3.5.2. When R-2403B is active, instrument approaches to RWY 07 are not authorized. Additionally, Category E circling to RWY 07 is not authorized. **Note:** Run-ins to AADZ and AALZ are authorized. Use caution to stay north of N 34° 53.33, Declination Rd, which denotes the weapons range on Camp Robinson, approximately 1.4NM south of the AADZ southern boundary.

3.5.3. The Combat Arms complex and EOD detonation area are located 1-2 NM ESE of the east end of RWY 25.

**3.6. VFR Local Training Areas.** N/A

**3.7. Local Drop Zones.** Procedures for local DZ and AZ use are contained in 19 AW Supplement to AFI 11-2C-130, Vol 3, 314 AW Supplement to AFI 11-2C-130, Vol 3, and the Little Rock AFB Aircrew Flimsy. EXCEPTION: See Paras 3.7.1.-3.

3.7.1. Jacksonville Drop Zone (JAX DZ): JAX DZ is located on the airfield (north of the runway and west of the AZ) and consists of two DZs of varying dimensions. Contact 19 OSS/OSK for information and restrictions.

3.7.1.1. Use of JAX DZ requires prior coordination with the 19 OG/CC and specific authorization of the 19 AW/CC. Before using JAX DZ, mission commanders will ensure that 19 OSS/OSK briefs crewmembers and airdrop leaders.

3.7.1.2. JAX DZ is approved for day and night operations of heavy equipment, container delivery system (CDS), and personnel (high altitude low opening and static line). CARPS (computed aerial release points) should not fall south of the RWY. In the event the CARP falls south of the RWY, approval must be obtained from the 19 OG/CC. Use the LRF 275/7 at 1,900ft MSL for the emergency salvo area.

3.7.1.3. JAX DZ personnel and equipment drops require special emphasis by all parties concerned to ensure the safety of the jumpers and ground personnel. All aircraft ground movements shall be suspended on TWY F northward and west of TWY D (and vehicle movements on tower controlled movement area) until Drop Zone Control Officer (DZCO) advises tower personnel that the DZ is clear. DZCO shall maintain radio contact with the tower on 275.8 and advise them when drops have terminated. Tower shall approve parachute jumping with respect to known or observed traffic and issue advisory information to the jump aircraft and to non-participating aircraft as necessary for the safe conduct of the jump operation.

3.7.2. All American Drop Zone/Assault Zone: Scheduling for the use of the DZ/AZ located in restricted area R-2403A, will be coordinated IAW LRAFBI 11-201. In the event of an emergency, or to affect a cease-fire on R-2403A/B, contact LIT Approach Control and LZ controller.

3.7.3. Black Jack Drop Zone: Scheduling for the use of the DZ will be coordinated IAW 11-201.

**3.8. Practice Approaches by Transient Aircraft.** Transient aircraft may make practice VFR or IFR approaches when base assigned or attached aircraft are flying in the tower or radar pattern as long as they do not interrupt the base's mission. HHQ directed missions, distinguished visitor aircraft, Camp Robinson AAF helicopters (Guard Copter), and Air National Guard aircraft assigned to the 188th Fighter Wing (call sign "Hawg" or "Tusk") will be given priority over other transient aircraft. If a formation flight, practice approaches by transient aircraft are considered local operations and will be assigned priority IAW Para. 9.11.

## Chapter 4

## VFR PROCEDURES

**4.1. VFR Weather Minimums.** VFR weather minimums in the Little Rock AFB local flying area are IAW AFI 11-202, Vol 3. To conduct VFR transition training in the Little Rock AFB Class D airspace, the reported ceiling must be at or above 1,500ft AGL and 3 SM visibility. The tower will discontinue VFR training when aircraft are no longer visible from the tower in any portion of the VFR traffic pattern. Weather minimums for other than USAF aircraft will be IAW FAA ORDER JO 7110.65.

**4.2. VFR Traffic Patterns.**

4.2.1. General Procedures:

4.2.1.1. The tower watch supervisor will determine the number of aircraft that can safely operate in the VFR traffic pattern.

4.2.1.2. Formation flights conducting different type landings to the RWY, such as #1 full stop, #2 and #3 low approach, should request and receive clearance for the "OPTION." Note: Aircraft within a formation flight are not authorized to conduct operations to different landing surfaces.

4.2.1.3. For traffic pattern efficiency and safety, aircraft flying an approach at other than normal airspeed ("NO FLAP" approach), shall inform air traffic control of their intentions during the downwind leg of the radar or tower patterns.

4.2.1.4. Air traffic controllers will not approve a pilot's request or request a pilot to conduct unusual maneuvers within the Class D airspace if they are not essential to the performance of flight. Maneuvers identified in AFI 11-2C-130 Vol 3, applicable AFTTP 3-3, and this instruction, are considered to be operationally required for wing aircraft, and are not classified as unusual maneuvers. All other requests will be denied unless specifically approved by the 19 OG or designated representative (19 AW assets) or the 314 OG or designated representative (314 AW assets).

4.2.1.5. Aircraft are not authorized to conduct a GROUND-IDLE TOUCH-AND-GO or a STOP-AND-GO when cleared for the "OPTION." These landings must be specifically approved by ATC.

4.2.1.6. Aircraft are authorized to operate at or below 250 KIAS while in the Class D Airspace.

4.2.2. Rectangular Traffic Patterns (see Attachment 2): The traffic patterns will normally be entered from the north of Little Rock AFB using a 45-degree entry leg to downwind. The traffic pattern altitude is 1,400ft MSL. Any pilot deviation from the pattern altitude by more than +/- 100ft MSL requires control tower notification.

4.2.2.1. RWY 25 Left Closed Traffic: Use of this traffic pattern is directed by the tower as necessary, typically to sequence traffic due to formation high-speed downwind recoveries to RWY 25, or during formation east-to-west All American Drop Zone run-ins.

4.2.2.1.1. Turn left crosswind when safely airborne, but no earlier than the end of the RWY. Downwind leg shall not exceed 2 NM miles south of airfield, unless otherwise instructed by ATC. Aircrews will remain above 1,000' AGL when Combat Arms M-203 training is in progress. During EOD activations, aircrews will not overfly the EOD area except when the EOD area is active for non-blast/fragment producing explosives or ground burst simulator detonations only.

4.2.2.2. RWY 25 Right Closed Traffic: Turn right crosswind when safely airborne, but no earlier than the end of the RWY, unless otherwise instructed by ATC.

4.2.2.3. RWY 07 Left Closed Traffic: Turn left crosswind when safely airborne, but no earlier than the end of the RWY, unless otherwise instructed by ATC.

4.2.2.4. RWY 07 Right Closed Traffic: Turn right crosswind when safely airborne, but no earlier than the end of the RWY. Downwind leg shall not exceed 2 NM miles south of airfield, unless otherwise instructed by ATC. Aircrews will remain above 1,000ft AGL when Combat Arms M-203 training is in progress. During EOD activations, aircrews will not overfly the EOD area except when the EOD area is active for non-blast/fragment producing explosives or ground burst simulator detonations only. **Note:** If traffic permits, tower may authorize closed traffic (crosswind turn) prior to departure end of the RWY.

4.2.3. Overhead Pattern (Attachment 2): Both conventional and jet aircraft may fly the overhead patterns. The overhead traffic pattern altitude is 1,900ft MSL. When operating on RWY 25, local C-130 aircraft will normally break left at the RWY numbers consistent with wing aircraft priority; however, the break may be delayed (i.e. midfield, departure end), as directed by ATC for safety or traffic reasons. All other aircraft will be issued a right break IAW the IFR Sup, unless otherwise directed by ATC. Note 1: When the EOD area is active, Rwy 25 left breaks from the overhead pattern will not be permitted except when the EOD area is active for non-blast/fragment producing explosives or ground burst simulator detonations only. Rwy 25 right breaks will be approved, traffic permitting. Note 2: To comply with noise abatement, the preferred recovery for Rwy 07 overhead is left break. Aircraft may perform Rwy 07 right break due to pattern saturation or in the interest of safety. Note 3: For drop zone transitions, these procedures only apply to Blackjack DZ when Rwy 25 is active. During concurrent AADZ/BJDZ operations, overhead transitions are not authorized from All-American.

4.2.3.1. Base assigned C-130 aircraft escaping visually from Blackjack DZ shall squawk 0322, beginning at the Initial Point (IP), to signal LIT and tower that an overhead approach recovery is desired.

4.2.3.2. On DZ escape, maintain VFR (Day/Night 1500ft MSL), contact LIT, and request own navigation to initial. Climb to 1,900' MSL prior to turning initial.

4.2.4. To ensure protection of the overhead pattern, when applicable, tower will instruct transient aircraft departing from LRAFB to maintain at or below 1,400ft MSL until the departure end of the runway.

4.2.5. All American Run-in Procedures: When All American LZ/DZ operations are active and C-130 aircraft are approved for the PLAYNS transition by LIT, the following procedures go into effect:

4.2.5.1. Tower will:

4.2.5.1.1. Establish a south traffic pattern to de-conflict pattern traffic from transitioning aircraft.

4.2.5.1.2. Release IFR departures IAW the Little Rock AFB & FAA Letter of Agreement.

4.2.5.2. Transitioning C-130 aircraft will:

4.2.5.2.1. When cleared to AADZ by LIT, maintain at or above 3,000' MSL until PLAYNS (LRF 062/30), then descend and maintain 2,000' MSL. When formation lead is past TYV and at slowdown, aircraft may descend to drop altitude and complete the run-in as stated in the Little Rock AFB Aircrew FLIMSY.

**4.3. Assault Zone (AZ) Operations.**

4.3.1. Use by other than base assigned C-130's must be coordinated in advance with the 19 OG/CC.

4.3.2. Departures: Aircraft may depart the AZ on an IFR or VFR flight-plan.

4.3.3. Arrivals:

4.3.3.1. Aircraft must inform ATC of the landing surface as soon as possible (AZ or RWY).

4.3.4. Weather minimums to request/receive approval to transition to the assault zone are the same as circling minimums for the non-precision approach.

4.3.5. Single aircraft may land on the AZ by transitioning visually from non-precision approaches to RWY 25/07. Weather minimums to request/receive approval to transition to the assault zone are the same as circling minimums for the non-precision approach. Crews must request the transition prior to commencing/receiving clearance for the instrument approach (Little Rock Approach will clear the aircraft for the approach). In the case of missed approach, crews will transition to the main runway (RWY 25/07) and execute published missed approach or (alternate instructions).

4.3.5.1. Formations are not authorized to land to the AZ since Reduced Runway Separation cannot be applied. Traffic permitting, aircraft within a formation requesting to recover to the AZ must assume individual call signs and continue as single ships as directed by ATC.

4.3.5.2. Formations are not authorized to depart the AZ unless prior coordinated with ATC.

4.3.6. Tower approves or disapproves AZ approaches based on traffic and shall use the following phraseology: "ASSAULT ZONE, CLEARED TO LAND/LOW APPROACH" or "UNABLE ASSAULT ZONE" (Time permitting, give reason(s), and provide alternate instructions, such as transition to RWY 25, etc.). **Note:** To the maximum extent possible, consistent with pilot qualifications and aircraft performance, pilots will comply with tower's request to transition from one landing surface to another. (I.E. "UNABLE ASSAULT ZONE, MAKE LOW APPROACH RUNWAY 25")

4.3.7. After landing on the AZ, hold short of RWY 25/07 until given ATC instructions.

4.3.8. AZ operations shall be temporarily suspended anytime personnel or equipment are on the AZ. Tower will coordinate with AM Operations to ensure expeditious removal of personnel and equipment on or adjacent to the AZ to expedite its availability for use.

**4.4. Helicopter Operations.**

4.4.1. Helicopters may take off and land on any portion of the movement area depending upon tower traffic. Due to uncontrolled vehicles and other aircraft operations, tower will use caution when instructing helicopters to depart/land from other than the tower controlled movement area. The tower may allow helicopters to cross the RWY at any point depending upon other air traffic; however, helicopters shall not overfly any aircraft on the ground.

**4.5. Special Procedures.**

4.5.1. Simulated Flameout (SFO) Patterns: SFO patterns are not authorized at Little Rock AFB. An actual flameout is an emergency and shall be provided priority handling. Tower shall make every effort, time permitting, to clear the Class D airspace prior to an actual flameout reporting "High Key."

4.5.2. RANDOM STEEP APPROACH: A VFR maneuver allowing base assigned C-130 pilots to practice approaches and landings in a simulated hostile environment. This maneuver is subject to tower approval and consists of a high altitude, steep spiral, and descent over the airport to the RWY/AZ. Procedures are as follows:

4.5.2.1. The pilot shall request this approach from LRF tower at any point in the VFR traffic pattern or inform LIT approach on initial contact of proposed approach altitude (typically 4,500ft MSL) and the landing surface. Advise ATC, if other than left break and one turn to final.

4.5.2.2. ATC shall relay any known traffic and issue transponder Mode 3 code 0333.

4.5.3. RANDOM SHALLOW APPROACH: These VFR maneuvers will be approved by the tower only during periods of low-density traffic. Single-ship approaches are expected; formation approaches require advance coordination and tower approval. Normally, pilots will begin this maneuver from the VFR traffic pattern, and maintain radio contact with the tower. Airspeed is at the pilot's discretion, not to exceed 250 KIAS, unless the pilot advises that a higher minimum speed is required.

4.5.3.1. Pilots shall inform the tower of the type approach (i.e. straight-in or abeam) and obtain approval prior to departing the traffic pattern or beginning the maneuver if outside the traffic pattern. **Note:** Tower may terminate this approach at any time and direct a climb and entry into the VFR pattern.

4.5.3.2. RANDOM SHALLOW ABEAM: (Not authorized while RWY 07 is in use) Random shallow abeam approaches must cross the runway from the north while remaining east of the control tower and aircraft shall maintain at 900ft MSL (day) and 1,100ft MSL (night). Tower shall not approve random shallow abeam approaches when the Combat Arms complex is active or during EOD activity.

4.5.3.3. RANDOM SHALLOW STRAIGHT-IN: Prior to turning final, aircraft will climb to and maintain 1,400' MSL within the Little Rock AFB Class D airspace. Aircraft executing a straight-in from the visual pattern should obtain clearance from tower to

maneuver to the north/east and remain within 5 NM of the active runway. Descent to 900' MSL (day) or 1,100' MSL (night) is at pilot discretion.

4.5.3.4. Random shallow approaches (except a straight-in) will enter the Class D airspace from the north.

4.5.3.5. Aircraft shall maintain avoidance criteria IAW AFI 11-202, Vol. 3 throughout the maneuver.

4.5.4. Other Random Procedures:

4.5.4.1. HIGH ALTITUDE PENETRATION DESCENT (PD15, PD25, and PD30): This is initially an IFR procedure, until IFR is canceled (outside the Class D Airspace). Returning IFR aircraft may request the approach, and ATC will approve/disapprove based on traffic. Final approach is completed using a random shallow straight-in approach (see Para. 4.5.3.3.). The final altitude is 14,500ft MSL.

4.5.4.2. HIGH-SPEED DOWNWIND: Primarily used to enter a high-speed downwind pattern when visually escaping from AADZ and BJDZ.

4.5.4.2.1. Entry point: LRF 350/12, regardless of runway in use.

4.5.4.2.2. **DELETED.**

4.5.4.2.3. Base assigned C-130 aircraft escaping visually from All American or Blackjack DZ shall squawk 0311, beginning at the Initial Point, to signal LIT and LRF tower that a high-speed downwind recovery is desired.

4.5.4.2.4. On DZ escape, maintain VFR (Day/Night 1500ft MSL), contact LIT, and request own navigation or radar vectors to the downwind entry point.

4.5.4.2.5. At the downwind entry point, fly an approximate heading of 170 to enter the downwind pattern, regardless of runway in use. Aircraft shall not proceed past 7 NM northwest until radio contact has been established with the tower and tower has approved the high-speed downwind entry. (Phraseology: "DOWNWIND ENTRY APPROVED").

4.5.4.3. CARGO WEST: A VFR stereo route allowing predictable VFR flight, along with flight following, from Little Rock AFB to Blackjack DZ and return to Little Rock AFB. The final altitude is 14,500ft MSL.

4.5.4.3.1. **DELETED.**

4.5.4.3.2. **DELETED.**

4.5.4.3.3. **DELETED.**

4.5.4.3.4. AFI 11-202 and FAR procedures for VFR flight shall apply throughout the entire route. If unable to comply with the VFR rules, aircrew shall advise ATC

4.5.4.4. BLACKJACK 19: A higher altitude SKE route with a block altitude of 16,000 through 17,000.

4.5.4.4.1. **DELETED.**

4.5.4.5. RANDOM SHALLOW TEARDROP: All teardrop approaches should commence from the active RWY downwind entry point described in paragraph 4.2.2., unless otherwise directed by ATC.

4.5.4.5.1. When departing All American or Blackjack DZ, request clearance from LIT ATC and maneuver north until cleared inbound by tower. Proceed inbound until within 5 NM, then maneuver to align on the extended runway centerline. Descent to at or below 900ft MSL (day) is at pilot's discretion.

4.5.4.5.2. Do not over fly any landing surface during the teardrop maneuver (i.e. fly opposite direction overhead the runway for a late break turn) without explicit approval from tower. Initiate a continuous turn to final when the aircraft is abeam the landing threshold.

4.5.4.5.3. For night approaches, maintain 1,500ft MSL until within 5 NM then descend to 1,100ft MSL at pilot's discretion.

**4.6. Low Altitude Closed Traffic and Circling Approach Procedures.** A maneuver that allows pilots to practice circling maneuvers when a circling approach, to the opposite RWY, cannot be approved. Pilots may request this maneuver from tower or LIT. The weather minimums for low altitude closed traffic are transition weather minimums (1,500ft ceiling and 3 SM visibility). The maneuver begins with a non-precision instrument approach, followed by an over-flight of the RWY along the RWY centerline, and closed traffic at circling MDA.

4.6.1. When aircraft are transferred to Little Rock AFB tower, the pilot will request low altitude closed traffic as follows: ("JODY 63 REQUEST LOW ALTITUDE CLOSED") Tower will approve or disapprove low altitude closed traffic based upon traffic conditions. The phrase "LOW ALTITUDE CLOSED TRAFFIC APPROVED" is approval for an over-flight of the RWY along the RWY centerline followed by closed traffic (at circling MDA) at the departure end of the RWY. When disapproving low altitude closed traffic, tower will provide alternate instructions. **Note 1:** When the aircraft begins low altitude closed traffic, IFR is automatically cancelled the first time the aircraft crosses the landing threshold. **Note 2:** Air traffic controllers shall not allow aircraft conducting "LOW ALTITUDE CLOSED TRAFFIC" to over-fly aircraft that are "POSITION AND HOLD."

4.6.2. When weather conditions do not permit Low Altitude Closed Traffic (weather below transition minimums), pilots may request a "Circling Approach" to RWY aligned with the instrument approach procedure. This is an IFR maneuver and pilots are expected to comply with all appropriate circling criteria, including keeping the RWY environment in sight. ATC will expect pilots to commence this maneuver at the departure end of the RWY or as instructed by ATC. For example: For RWY 25, pilots will be instructed to "CIRCLE NORTHEAST FOR A RIGHT BASE" or "CIRCLE SOUTHEAST FOR A LEFT BASE TO RWY 25." For RWY 07; pilots will be instructed to "CIRCLE NORTHWEST FOR A LEFT BASE TO RWY 07."

4.6.3. Circling maneuvers will normally be north of the field to prevent traffic congestion and to avoid flying over populated areas. Circling south of the field is not authorized except for emergency situations or when directed by ATC for safety reasons.

**4.7. Reduced Same Runway Separation Procedures.**

4.7.1. RWY 25/07: Tower may use Reduced Same Runway Separation (RSRS) standards, as outlined in AFIs, between base assigned or attached C-130 aircraft. Aircrews or air traffic controllers may refuse RSRS anytime safety of flight may be jeopardized.

4.7.1.1. General procedures:

4.7.1.1.1. Weather must be at or above transition minimums (1,500ft ceiling and 3 mi visibility).

4.7.1.1.2. Runway surface must be dry.

4.7.1.1.3. RSRS standards are only authorized between similar/compatible type operations (departure behind a departure, full stop behind a full stop, full stop behind a departure, touch and go behind a touch and go, low approach behind a low approach, touch and go behind a departure, touch and go behind a low approach, full stop behind an OPTION).

4.7.1.1.3.1. Full Stop following a Full Stop: The preceding C-130 must be at the appropriate separation down the RWY before the succeeding C-130 crosses the landing threshold.

4.7.1.2. C-130 RSRS Minimums:

4.7.1.2.1. Sunrise to sunset: 5,000ft.

4.7.1.2.2. Sunset to sunrise: 6,000ft.

4.7.1.2.3. C-130 formation landings: 6,000ft between formations or formations and single ship.

4.7.1.3. RSRS shall not apply when:

4.7.1.3.1. Aircraft (succeeding/preceding) are cleared for the OPTION (except full stop behind an OPTION), or the preceding aircraft is cleared for a STOP AND GO.

4.7.1.3.2. Aircraft are cleared for a low approach behind a touch and go or a touch and go behind a full stop.

4.7.1.3.3. A pilot declares an emergency.

4.7.2. RWY and AZ Separation Procedures: The following minimum separation shall apply between C-130 aircraft using the AZ and the RWY.

4.7.2.1. A C-130 landing on the AZ behind a C-130 landing or departing RWY 25 shall not pass abeam the RWY 25 threshold until the preceding C-130 has landed or the departure is airborne and 5,000ft down the RWY.

4.7.2.2. A C-130 landing on RWY 25 behind a C-130 landing on the AZ shall not cross the RWY 25 threshold until the preceding C-130 has landed on the AZ. If the AZ is planned low approach, ensure that the preceding (AZ) aircraft passes abeam TXY H before the succeeding aircraft crosses the RWY 25 landing threshold.

4.7.2.3. A C-130 landing on RWY 07 behind a C-130 landing on AZ shall not cross RWY 07 threshold until the preceding C-130 passes the 6,000ft remaining marker.

4.7.2.4. A C-130 landing on the AZ behind a C-130 landing or departing RWY 07 shall not pass abeam the landing threshold of RWY 07 until the preceding C-130 has landed or the departure is airborne and passed 6,000ft remaining marker. **Note:** If the preceding aircraft in paragraph 4.7.2.4. is a stop-and-go, touch-and-go, or low approach, use departure separation criteria.

4.7.2.5. A C-130 landing on RWY 07/25 behind a C-130 departing the AZ shall not cross the RWY 07/25 threshold until the AZ departure is airborne.

4.7.2.6. A C-130 departing the AZ shall not begin takeoff roll until a C-130 making a full stop landing on RWY 07/25 is landing assured.

4.7.2.7. For C-130 aircraft using the AZ only, apply same RWY separation procedures IAW FAA ORDER JO 7110.65. An arriving aircraft must have taxied clear of TWY H or J before the succeeding aircraft is allowed to cross the AZ threshold or begin takeoff roll.

**4.8. Line up and Wait Procedures.**

4.8.1. To expedite traffic, aircraft may be taxied into takeoff position to hold on one surface while traffic is landing or taking off on the other surface. ATC shall issue traffic advisories IAW FAA ORDER JO 7110.65.

4.8.1.1. HQ AFFSA and the FAA have issued a waiver (on file at 19 OSS/OSA) which allows one base assigned or attached aircraft at a time to taxi into position and hold at an intersection on the main RWY during the hours of darkness when the controller can visually see the aircraft holding in position and uses established memory aids.

**4.9. Intersection Departures.** RWY intersection departures may be made from the following TWYs:

4.9.1. RWY 25: TWYs C, D, H, and J.

4.9.2. RWY 07: TWYs B, C, and H.

4.9.3. The distance remaining from the intersection to the end of the RWY will not be transmitted to locally based aircraft except upon pilot request. Distances remaining from intersections are depicted in Attachment 4.

4.9.4. To avoid delaying AZ departures, aircraft using TWY D intersection should be ready for departure upon reaching the RWY. If a delay is anticipated at TWY D, continue to TWY E for departure.

4.9.5. To avoid delaying aircraft exiting the AZ from TWY H, aircraft using TWY C for departures should be ready for departure upon reaching the RWY. If a delay is anticipated, continue to TWY E for departure.

4.9.6. Whenever an aircraft is parked on the secondary or tertiary Hot Cargo Pad (the compass rose or intersection of taxiways Alpha and Foxtrot) the following restrictions apply: Runway 25 Intersection departures are only authorized from Taxiway Delta or the full length of Runway 25. Runway 07 full length departures are prohibited. This is to mitigate an increased risk to operations as the result of an ORM Assessment conducted as part of the MAJCOM approved HCP waivers.

**4.10. Night Vision Goggle (NVG) Operations.** NVG operations are authorized to Runway 25/07 and Assault 249/069. **Note:** Requests to turn the runway and assault zone lights on or off shall be made through the tower and will be taken in the following priorities: Non NVG capable aircraft arriving from off station, local a/c not utilizing NVGs, then NVG aircraft. Final approval authority before changing the lighting configuration is the Tower WS.

4.10.1. During airfield covert lighting operations, RSRS cannot be applied.

4.10.1.1. NVG operations to an IR/covert only lighted airfield are not authorized while non-participating aircraft are within the Class D airspace.

4.10.1.2. Tower shall turn off airfield lighting only after non-participating or non-NVG aircraft have departed the Class D airspace.

4.10.2. Non-NVG flight training may be conducted to a normal/overt lighted landing surface while NVG flight training is being conducted to the other, IR/covert only lighted, landing surface. Reduced Same Runway Separation is authorized only when Rwy25/07 is overt lighted.

4.10.2.1. **DELETED.**

4.10.2.1.1. Taxiways H and J will be turned off whenever the Assault Zone is the IR/covert only landing surface and turned on when Runway 25 is the IR/covert only landing surface.

4.10.2.1.2. **DELETED.**

4.10.2.1.3. Airfield lighting on the normal/overt lighted surface will normally be operated IAW FAA ORDER JO 7110.65 during local night operations, unless otherwise requested. The approach lights will be turned off when requested.

4.10.3. Little Rock AFB air traffic controllers do not use NVGs while controlling aircraft in the air or on the ground. Controllers will only use NVGs to enhance situational awareness of the airfield. Use of NVGs will be at the discretion of the WS. The interior tower cab lighting shall be adjusted if using NVGs to observe NVG operations.

## Chapter 5

## IFR PROCEDURES

**5.1. Air traffic control service at Little Rock AFB.**

5.1.1. Air Traffic Control Service is provided by the following agencies:

5.1.1.1. Memphis Center (ZME)

5.1.1.2. Little Rock Approach Control (LIT)

5.1.1.3. Little Rock AFB Control Tower (LRF)

**5.2. IFR Control.** IFR traffic above 15,000ft MSL is controlled by ZME. LIT provides approach and departure control services to aircraft within approximately a 30 NM radius of LIT VORTAC up to and including 15,000ft MSL. LRF tower is responsible for providing VFR ATC service within the Little Rock AFB Class D Airspace. The operating hours for Little Rock AFB's airfield are contained in the IFR Supplement.

5.2.1. LIT provides basic radar service to all aircraft transitioning to and from Little Rock AFB and will consist of safety alerts, traffic advisories, limited radar vectoring when requested by the pilot, and sequencing VFR traffic with IFR and other participating VFR traffic.

5.2.2. Due to high traffic volume, all arriving VFR aircraft will contact LIT Approach Control for sequencing prior to entry into Little Rock AFB airspace.

5.2.3. Although basic radar service is not mandatory, radar use enhances the overall air traffic system and is encouraged. If service is not desired, the pilot must state "negative radar service" on initial call-up. ATC will assume all VFR aircraft are participants unless informed otherwise.

**5.3. Radar Traffic Patterns.** As vectored by LIT approach control.

**5.4. Radar Vector to Initial Procedures.** As directed by LIT ATC.

**5.5. Local Departure Procedures. Note:** Little Rock AFB does not have any published Departure Procedures (DP).

5.5.1. Charlie Climb-out Instructions:

5.5.1.1. CHARLIE CLIMB-OUT: A departure clearance (not a DP) assigned by tower or LIT to aircraft requesting to depart and enter the radar traffic pattern, or remain in the radar traffic pattern for instrument approaches. The clearance limit is LRF and it replaces other missed approach instructions.

5.5.1.1.1. Aircraft cleared for Charlie Climb-out will fly RWY heading, climb and maintain at or below 1,400ft until departure end of RWY (maintains overhead traffic pattern protection), then climb and maintain 2,000ft, at 2 DME turn right heading 360 (RWY 25) or left heading 360 (RWY 07), contact local channel 9 (257.625 or 120.125 or LIT frequency as assigned).

5.5.1.1.2. In the event the TACAN is out of service, aircraft will execute the Charlie Climb-out as published, except turn right heading 360 (RWY 25) at LIT 352/14 or turn left heading 360 (RWY 07) at LIT 007/15.

5.5.2. Departure Control Instructions: Formation departures shall be changed to departure control frequency before takeoff. Any emergency instructions from the tower, after the formation has changed to departure frequency, will be broadcast on GUARD frequency(ies).

5.5.3. When pilots request a local IFR clearance to LIT that was not part of the original flight plan, controllers will issue ―Cleared to Little Rock Adams Field as filed‖ in lieu of reading the full route clearance over the radio. Although radar vectors are common, aircrews should understand that ATC expects the pilot to fly the stereo routing to LIT as stated in the Flimsy (LRF248008 BEGEE TYV LIT). Pilots may request LRF or LIT to fly direct to LIT Adams Field. All requests will be taken on an individual basis.

**5.6. Availability/Restrictions for Surveillance (ASR) Approaches and Precision Approach Radar (PAR) Approaches/Monitoring.** LRAFB does not have an ASR or PAR approach.

## Chapter 6

## EMERGENCY PROCEDURES

**6.1. General.** Specific procedures cannot be prescribed for every situation that might be considered an emergency. As a general rule, an emergency includes any situation, which places an aircraft, people, and/or property in danger or distress. If it is unclear whether a situation is an emergency, treat it as an emergency.

**6.2. Types of Declared Emergencies.** When an aircrew declares an emergency it will be classified as one of the following emergencies: in-flight, ground, or physiological.

**6.3. Operation of Primary Crash Alarm System (PCAS) and Secondary Crash Net (SCN).**

6.3.1. Primary Crash Alarm System: IAW AFIs, the primary crash circuit is limited to two-way communications with the fire department, AM Operations, and the flight surgeon (during clinic operational hours). Additional agencies may have receive-only capability. **Note:** The flight surgeon's office is only staffed during normal duty hours. After normal duty hours, the fire department will make the necessary calls for medical personnel.

6.3.2. Secondary Crash Net: IAW AFIs, the secondary crash net is operated by AM Operations. All information received over the PCAS shall be transmitted verbatim over the SCN.

6.3.3. To ensure system reliability, the PCAS and SCN shall be tested daily between 0830 and 0900L.

**6.4. On/Off-Base Aircraft Mishaps or Emergencies.** In the event of an aircraft mishap or emergency, tower will:

6.4.1. On-Base: Immediately activate the Primary Crash Alarm System (PCAS) providing all available information regarding the emergency. Information should include: type of emergency, call sign, type aircraft, location, estimated time of arrival, landing RWY, personnel on board, fuel on board, current wind, hazardous cargo, nature of emergency, and any other pertinent information.

6.4.1.1. Suspend normal operations when an aircraft mishap is observed or when normal operations would conflict with an emergency aircraft's priority.

6.4.1.2. The ground controller will notify ground traffic and taxiing aircraft to "HOLD POSITION" when emergency (crash) equipment moves out to respond to the emergency. Normally, ground operations will resume after the emergency has been terminated; however, ground movements may be approved on a case-by-case basis, prior to emergency termination, after coordination with the Incident Commander/fire chief.

6.4.1.3. Relay additional information to crash crew personnel over the two-way radio. All references to the crash site will include location or grid map coordinates if available.

6.4.2. Off-Base: In the event an off-base mishap report is received from a credible source, (ATC facility, Sheriff's Department, etc.) the following shall apply: **Note:** Anytime the source of a mishap report is questionable, tower shall notify command post to verify the

authenticity of the report. During these circumstances, tower will activate the PCAS as directed by the command post or base officials.

6.4.2.1. Activate the PCAS.

6.4.2.2. The tower will notify other aircraft to remain clear of the mishap area unless otherwise advised by the Incident Commander or Command Post.

6.4.2.3. The designation and responsibilities of the Incident Commander can be found in LRAFB Plan 91-204, *Mishap Response Plan*. The Fire Chief is normally the Incident Commander; however, the Incident Commander will be designated by the 19 MSG/CC.

**6.5. External Stores Jettison Areas.** The jettison area is located on the eastern edge of R-2403 A/B, and west of the Rock Ridge and Cato Mountain Ridge in Faulkner County. Controllers shall not determine the exact time or location of external stores release).

6.5.1. The primary emergency jettison area is located on the LRF 275/7 NM at a desired altitude of 1,900ft MSL.

6.5.2. Aircraft operating VFR will notify the tower of an emergency situation requiring jettisoning and may obtain an approach control frequency for vectors to the jettison area.

6.5.3. When aircraft are "own navigation," the aircraft should maintain RWY heading (250 MH) for 7 NM miles and turn north for 3 1/2 NM miles to the jettison area.

**6.6. Fuel Dumping Procedures.** Fuel dumping procedures and area will be determined by coordination with ZME or LIT Approach.

**6.7. Emergency Arresting/Barrier Gear Procedures.** There is no arresting/barrier gear equipment located on the airfield.

**6.8. Hot Brake Areas and Procedures.** The designated hot brake areas are TWYs A, B, C, D, and E. Specific instructions will be relayed by ATC as given by the Incident Commander.

**6.9. Abandonment/Bailout of Aircraft.** The controlled abandonment area is located on the LRF 275/7 NM.

**6.10. Personnel/Crash Locator Beacon Signal/Emergency Locator Transmitters (ELT) Response Procedures.**

6.10.1. The tower will notify ZME (Mission Coordinator), Command Post, and AM Operations when a Personnel/Crash Locator Beacon Signal or ELT signal is received or when an aircraft reports receiving such a signal.

6.10.2. The PCAS and SCN will be activated for a Personnel/Crash Locator Beacon Signal or ELT signal only if emergency response is desired by command post.

**6.11. Combat Aircraft Arm/De-arm/Hot Gun/Hung Ordnance/Hot Flares/Chaff Bundles**

6.11.1. Any of the above operations will be conducted on the Arm/De-arm pads located on Taxiways A and E.

6.11.2. If landing RWY 07: Hung ordnance area is on the on TWY E hammerhead with aircraft positioned in such a way that the guns/rockets are pointing not less than 003 degrees or more than 030 degrees. **Note:** Operations on RWY 25 will be suspended.

6.11.3. If landing RWY 25: Hung ordnance area is on the is on TWY A hammerhead with the aircraft positioned in such a way that the guns/rockets are pointing not more than 245 degrees or less than 240 degrees. **Note:** Operations on RWY 07 will be suspended.

**6.12. Hydrazine Parking Area.** Unless the Incident Commander directs another area, the hydrazine parking area is TWY A (RWY 25) or TWY E (RWY 07).

**6.13. Unlawful Seizure of Aircraft Procedures.** Unlawful seizures of aircraft procedures are contained in LRAFB Plan (OPLAN) 502, *Air Operations Security*.

**6.14. Aircraft Engine Start and Movement (Anti-hijacking).** When the tower is open, aircraft requesting engine start for flight shall contact clearance delivery. Aircraft being towed, requesting engine start for maintenance, or requesting taxi shall contact ground control. If an aircraft is observed moving and two-way radio contact cannot be established, the tower will implement anti-hijacking procedures. When the tower is closed or outside of wing flying (normally 0200-0600L), 19 AW MOC will handle requests for maintenance engine run clearance and aircraft towing. Before the start of wing flying, tower will contact MOC for a listing of all engine runs/tows on the airfield.

**6.15. Wind Limitations on the Control Tower.** The tower will be evacuated when wind reaches 75 knots or more.

**6.16. Evacuation of ATC and AM Operations Facilities.**

6.16.1. ATC: When the tower (Bldg 214) must be evacuated due to fire, bomb threat, excessive wind, tornado sighted or reported moving toward the base, or other unsafe conditions requiring ATC personnel to leave, tower will broadcast the following message on ALL frequencies, including emergency frequencies: "ATTENTION ALL AIRCRAFT, LITTLE ROCK AFB TOWER IS BEING EVACUATED, ALL TAXIING AIRCRAFT RETURN TO PARKING. ALL AIRCRAFT IN THE VFR PATTERN MAINTAIN VFR, DEPART THE PATTERN TO THE NORTH, CONTACT LITTLE ROCK APPROACH ON 257.625/120.125."

6.16.1.1. Only emergency response vehicles are permitted on the tower controlled movement area. AM Operations has approval authority for other vehicles.

6.16.1.2. While the tower is evacuated, NAVAIDS can continue to operate with internal monitoring as long as pilot or maintenance reports show the NAVAID is operating normally IAW AFIs.

6.16.1.3. Tower evacuates to either the base of the tower, Bldg 120 (primary), or Bldg 314 (secondary) as necessary.

6.16.2. AMOPs: When AMOPs (Bldg 120) personnel must be evacuated due to fire, bomb threat, or other unsafe conditions, AMOPs will relocate to the alternate AMOPs facility in Bldg 314.

6.16.2.1. Transient Aircrews will be directed to alternate facility by Transient Alert.

**6.17. Alternate Facilities.**

6.17.1. AM Operations: The alternate AM Operations facility is located in Bldg 325. It is equipped with the SCN, all necessary landlines, radios, and computers with LAN connections.

6.17.2. ATC: No alternate ATC facility is available.

**6.18. Combat Arms and Explosive Ordnance Disposal (EOD) Area**

6.18.1. The Combat Arms range complex and EOD detonation area are located 1 to 2 NM ESE of the east end of RWY 25.

6.18.2. Combat Arms and/or EOD personnel will coordinate with 19 OSS/OSAT (7x3416) prior to detonating any explosive. Combat Arms range coordination is only required for activation of the M-203 range.

6.18.2.1. Combat Arms and EOD personnel will contact tower via "Crash" Net/Tower Net or Tower telephone (7-3416) prior to activating range (live fire or detonation) and at the termination of operations.

6.18.2.2. AM Operations will issue a local NOTAM indicating flight restrictions over Combat Arms range complex and EOD area.

6.18.2.3. Combat Arms and EOD personnel will notify 19 OSS/OSO and Tower when range activities have been cancelled.

**6.19. Emergency Airfield Checks.**

6.19.1. Following an aircraft emergency, a check of the RWY and TWYs (appropriate sections) is required anytime foreign objects are reported or suspected of being present (dropped objects, foreign debris, liquid spills, etc). Examples of emergencies requiring checks are blown tires, hydraulic leaks, reported loss of antennas, panels or cowlings, or turbine disintegration. **Note:** During emergency aircraft recoveries, the Airfield Manager or designated representative has the authority to waive the RWY check if in their opinion the potential for FOD does not exist.

## Chapter 7

## AIRFIELD VEHICLE (CMA)/PEDESTRIAN OPERATIONS

**7.1. Responsibilities**

7.1.1. Radio Discipline: All personnel shall exercise professional communications procedures when operating radio equipment. Radios shall be utilized for official business only.

7.1.2. All vehicles entering the Controlled Movement Area (CMA) shall be Tower Net or Crash Net equipped. Those vehicles that are not Tower or Crash Net equipped will not be allowed to enter the CMA unless escorted by a vehicle with Tower or Crash Net capability.

7.1.3. IAW LRAFBI 13-202, the Deputy Airfield Manager is the OPR for the airfield driving program at Little Rock AFB. AM Operations will only train and certify unit airfield driving program managers.

7.1.4. Unit Commanders must ensure that personnel authorized to drive on the airfield are trained and certified IAW LRAFBI 13-202, *Airfield Driving*, and vehicular operations are kept to a minimum.

7.1.5. Unit Airfield Driving Program Managers will train unit trainers or drivers to drive on the airfield. All airfield drivers shall meet the requirements established in LRAFBI 13-202, *Airfield Driving.*

**7.2. Controlled Movement Area (CMA.** The purpose of this area is to establish positive control over ground traffic. See Attachment 3.

**7.3. Vehicle Control Area (VCA.** See Attachment 3.

**7.4. Airfield Driving Requirements.** See LRAFBI 13-202, *Airfield Driving*.

**7.5. Privately Owned Vehicles (POV) and Government Leased Vehicles (GLV.** Guidance on POVs and GLVs can be found in LRAFBI 13-202, *Airfield Driving.*\

**7.6. Vehicle Traffic Procedures.** See LRAFBI 13-202, *Airfield Driving*.

**7.7. Vehicular Call Signs.** Vehicular (radio) call signs must be utilized IAW LRAFBI 33-101, *Radio Call Signs*.

**7.8. Airfield Driving Violations and Penalties.** See LRAFBI 13-202, *Airfield Driving*.

**7.9. Emergency Vehicle Operations.**

7.9.1. The deployment (standby) position of crash and rescue equipment shall be determined by the fire chief depending upon the nature of the emergency, personnel, and equipment limitations. The normal standby position is on the ramp adjacent to the intersections of TWYs B and F, C and F, and D and F.

7.9.2. Crash and rescue equipment have the right-of-way over all vehicular and aircraft movement from the time emergency (crash) vehicles move out to cover the emergency until the emergency is terminated. Crash response vehicles shall not proceed onto the active RWY without clearance from the control tower.

**7.10. Airfield Construction/Work Crew/Maintenance Restrictions** See LRAFBI 13-202, *Airfield Driving*.

## Chapter 8

## FLIGHT PLANNING PROCEDURES

**8.1. Flight Plans.** Aircraft departing USAF installations must have a flight plan on file with AM Operations prior to flight IAW General Planning instructions. A DD Form 175, *Military Flight Plan*; DD Form 1801, *DOD International Flight Plan*; or any other authorized form may be used as outlined in AFI 11-202, Volume 3, *General Flight Rules* or FLIP General Planning must be used. Original flight plans will not be accepted by radio.

8.1.1. Locally filed flight plans:

8.1.1.1. Can be amended by any means, provided a flight plan is on file at AM Operations. Additionally, an aircraft commander on a stopover or divert flight plan may re-file or amend the flight plan with AM Operations by any means provided AM Operations can verify the original flight plan.

8.1.1.2. Must list the pilot in command and appropriate signature of approving authority. All other crew members should be listed on the crew orders.

8.1.2. Transient/stopover/divert flight plans:

8.1.2.1. Flight plans may be re-filed or amended with AM Operations via any means (radio, telephone, fax, etc) provided AM Operations personnel can verify an original flight plan was filed. AM Operations may verify original flight plans by contacting the original departure location via telephone or flight plan processing computer.

**8.2. Emailing or Faxing Flight Plans.**

8.2.1. Aircrews will contact AMOPs (7-6123) approximately five minutes after sending the flight plan to confirm receipt. Aircrew orders do NOT need to be sent to AMOPs with the flight plan if maintained at the local flying unit. Indicate the location of the orders in in the block "Crew/Passenger List" on the DD Form 175 (ie, On File at 53 AS). Changes to the crew orders including "Half-time" crew swaps will be annotated on the orders at the flying unit.

**8.3. Responsibilities.**

8.3.1. AM Operations will:

8.3.1.1. File the flight plan, making only those changes needed for computer acceptance. When changes to the flight plan are necessary, a full clearance read-back (FRC) will be entered in as the first item in remarks.

8.3.1.2. Provide flight following when flight plans are filed.

8.3.2. ATC shall forward to AM Operations the following:

8.3.2.1. All arrival/departure times.

8.3.2.2. After initial contact, all known information regarding civil aircraft attempting to land without a Prior Permission Required (PPR) number.

## Chapter 9

## MISCELLANEOUS PROCEDURES

**9.1. Airfield Operations Board (AOB.** The AOB is established IAW AFIs as a forum for discussing, updating, and tracking various activities in support of the wing flying mission. The AOB meets quarterly or as directed by the 19 OG/CC. The Airfield Operations Flight Commander (AOF/CC) normally conducts the AOB.

9.1.1. AOB members include, but are not limited to designated representatives from the following units/agencies:

**Table 9.1. AOB Membership**

| | | |
|---|---|---|
| 19 OG/CC (Chair) | 19 AW/SEF | 41 AS/CC |
| 19 OG/OGV | 314 OG/CC | 50 AS/CC |
| 19 OSS/CC | 314 AW/SEF | 53 AS/CC |
| 19 OSS/OSA (Recorder) | 314 OG/OGV | 61 AS/CC |
| 19 OSS/OSAA | 189 OG/CC | 34 CTS/CC |
| 19 OSS/OSAT | 189 AW/SEF | 48 AS/CC |
| 19 OSS/OSAM | 19 CS/CC | 62 AS/CC |
| 19 OSS/OSW | 19 CES/CEPD | 29 WPS/CC |
| 154 TRS/CC | 19 SFS/CC | FAA (LIT, NLR) |

9.1.2. The following mandatory items must be reviewed:

9.1.2.1. Quarterly Review Items:

9.1.2.1.1. Airspace (terminal, en-route, and special use) as changes occur.

9.1.2.1.2. ATC Flying Procedures (new, revised, and seldom used) as changes occur.

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

9.1.2.1.4. AOF (Flight Support, AM, and ATC) Staffing and Proficiency.

9.1.2.1.5. ATCALS (flight insp schedule, ATCALS equip problems, status, upgrades, etc.).

9.1.2.1.6. Airfield Environment: Review airfield activities, problems, and programs such as:

9.1.2.1.6.1. Number and status of permanent/temporary airfield waivers.

9.1.2.1.6.2. Status of deteriorating airfield/runway conditions (inspection trends, foreign object damage/tire damage comparisons).

9.1.2.1.7. Airfield projects (Project list should include title, project number, wing priority number, cost, source of funding, status, OPR, and estimated completion date).

9.1.2.1.8. Status of airfield driving program.

9.1.2.1.8.1. Include specific units to be inspected next quarter and the results of unit inspections during the current quarter.

9.1.2.1.9. TERPS, as changes occur.

9.1.2.1.10. Runway intrusions/Controlled Movement Area (CMA) violations.

9.1.2.1.11. HATRs.

9.1.2.1.12. Air Installation Compatibility Use Zone (AICUZ).

9.1.2.1.13. Local Aircraft Priorities.

9.1.2.1.14. Aircraft Parking Plan.

9.1.2.1.15. SII Checklists.

9.1.2.1.16. Open ATSEP Problem/Observation Status.

9.1.2.2. Semi-Annually:

9.1.2.2.1. **(May and October)** Mid Air Collision Avoidance Program (MACA).

9.1.2.3. Annually:

9.1.2.3.1. Airspace (terminal, en route, and special use airspace).

9.1.2.3.2. ATC/Flying Procedures (new, revised, rescinded and seldom used).

9.1.2.3.3. Local Operating Procedures (LOP) (validate the need to keep, revise, or delete).

9.1.2.3.3.1. LOAs (April).

9.1.2.3.3.2. Base Instructions (July).

9.1.2.3.3.3. OIs (October).

9.1.2.3.3.4. OPLANs (January).

9.1.2.3.3.5. Status of the Annual Airfield Waiver Package.

9.1.2.3.3.6. Aircraft Parking Plan.

9.1.2.3.3.7. TERPS instrument procedures.

9.1.2.3.3.8. Engine Run Procedures.

9.1.3. AOB Working Group: The AOB Working Group is convened by the 19 OG/CC when necessary to staff specific ATC problems requiring rapid response or coordination. The working group will consist of AOB members as designated by the 19 OG/CC depending upon the issue at hand. The AOF will notify AOB members selected to attend the working group after coordination with the 19 OG/CC.

**9.2. Notice to Airmen (NOTAM) System Procedures.** AM Operations will transmit all required NOTAMs as necessitated by current airfield restrictions. NOTAMs will be processed via the Defense Internet NOTAM Service IAW AFI 11-208, *Department of Defense Notice to*

*Airmen (NOTAM) System*. In the event the base server is not working, NOTAMs will be processed by Keesler or Barksdale AFB AM Operations.

9.2.1. The tower is designated as the NOTAM monitoring facility, IAW AFIs.

9.2.2. AM Operations will notify the tower and use the NOTAM notification checklist each time a NOTAM has been updated. When passing the NOTAM number, AM Operations will also pass what the NOTAM covers.

**9.3. Flight Information Publication (FLIP) Accounts and Procedures for Requesting Changes.** AM Operations receives and issues FLIPs for the following agencies; 19 OG/OGV, 19 OSS/OSW, 19 OSS/OSO, 19 OSS/OSA, 19 OSS/OSAT, 19 OSS/OSAM and Command Post. The 314 AW, 189 AW, 48 AS, 53 AS, 62 AS, 41AS, 50 AS, 61 AS, and 29 WPS maintain their own FLIP accounts. Units should contact their unit FLIP manager for FLIP account changes requirements.

**9.4. Waivers to Airfield/Airspace Criteria.** Airfield/Airspace waivers are reviewed annually and briefed at the AOB. 19 CES/CEPD is the OPR for the Airfield Waiver Program and 19 OSS/OSA is the OPR for Airspace Criteria. Further guidance can be found in the AMC Airfield Waiver Policy for Implementing UFC 3-260-01, *Airfield and Heliport Planning and Design.*

**9.5. Prior Permission Requested (PPR) Procedures.** Little Rock AFB is PPR only for all transient aircraft except those aircraft listed in paragraph 3.8., Air Evacuation, and Armed Forces Courier aircraft. Transient aircraft visiting Little Rock AFB must obtain a PPR number no earlier than 14 days and no later than 72 hours prior to arrival. A PPR number is valid +/-30 minutes of the proposed estimated arrival time.

**9.6. Arriving Air Evac Notification and Response Procedures.**

9.6.1. Tower shall notify AM Operations when Air Evac aircraft are 15 NM from landing.

9.6.2. Upon notification/arrival of any Air Evac aircraft, AM Operations will notify 19 AW/CP. Command post will notify hospital, fire department, and rescue protection.

**9.7. Unscheduled Aircraft Arrivals.**

9.7.1. ATC will contact AM Operations for permission to grant an unscheduled aircraft arrival.

9.7.2. AM Operations will grant or deny permission for unscheduled aircraft arrivals IAW local checklists and directives.

**9.8. Distinguished Visitor (DV) Notification Procedures.** When a DV is inbound to Little Rock AFB, AM Operations will complete the DV Checklist and notify tower, protocol, 19 AW or 189 AW CP (as applicable), Transient Alert, Base Weather, and the Airfield Manager. If the DV is a code 4 or higher, AM Operations will also notify Security Forces.

9.8.1. Known DV Requirements: 19 AW Protocol will ensure all known DV handling requirements are promptly forwarded to 19 AW/CP.

9.8.2. Workload permitting, tower will notify AM Operations of known DV arrivals no later than 15 flying miles from the airport. After notification from tower, AM Operations will immediately notify command post of the pending DV arrival.

9.8.3. No-notice Requirements: As soon as possible after becoming aware of a no-notice DV arrival, tower shall notify AM Operations. AM Operations will immediately notify command post upon receipt of the estimated time of arrival (ETA).

9.8.4. At no time will safety of flight be jeopardized to provide priority handling for a DV aircraft.

9.8.4.1. Arriving and departing DV aircraft will be sequenced and handled on a first-come, first-served basis consistent with the local aircraft priorities listed in paragraph 9.11. **Note:** When priority handling of DV aircraft is in the best interest of the 19 AW, the 19 AW/CC/CV, 19 OG/CC, 19 OSS/CC, or the AOF/CC may direct priority handling of DV aircraft over any 19 AW aircraft which normally are authorized higher priority.

9.8.4.2. Requests for priority DV handling will be made through command post to the tower.

9.8.4.3. Upon receipt of a DV priority request, tower will complete all necessary actions to allow the unimpeded taxi, takeoff, or landing of the DV aircraft consistent with the local aircraft priorities listed in paragraph 9.11.

**9.9. Dangerous/Hazardous Cargo.** These procedures are in addition to those contained in AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Material*. Taxi routes and other procedures applicable to hazardous material and contaminated aircraft are established for use at Little Rock AFB.

9.9.1. Notification of inbound aircraft carrying hazardous cargo may be received from the air terminal operations center, tower, pilot-to-dispatch message, flight service, etc. AFJI 11-204 requires aircraft carrying hazardous cargo or inert devices to indicate type cargo in the remarks section of the DD Form 175, Military Flight Plan. A base agency receiving information on an inbound aircraft carrying hazardous cargo will relay all available information to AM Operations. AM Operations will notify and keep the appropriate agencies updated.

9.9.2. Parking for hazardous cargo aircraft will be IAW LRAFBI 13-205, Aircraft Parking Plan.

**9.10. Wear of Hats.** Hats are not authorized on the Little Rock AFB flight line. This restriction is an effort to reduce Foreign Object Damage (FOD) risk to aircraft. IAW LRAFBI 21-140, *Foreign Object Damage and Dropped Object Prevention Programs,* exemptions are as follows:

9.10.1. Protocol duties when hats are appropriate (i.e. greeters).

9.10.2. Security forces and emergency personnel when headgear/hats are required.

9.10.3. Aircraft maintenance personnel when protective/weather headgear. **Note:** All personnel wearing hats and/or headgear must remove all head garments/gear in the vicinity of aircraft engine intakes, exhausts, props wash, and jet blasts, as loose garments can cause serious damage to aircraft engines.

**9.11. Local Aircraft Priorities.**

9.11.1. The 19 OG/CC, 19 OSS/CC, AOF/CC, or designated representative will coordinate any change to the application of these priorities with the tower.

9.11.1.1. Emergencies

9.11.1.2. Other Missions as identified in FAAO JO 7110.65

9.11.1.3. FAA Flight Check aircraft

9.11.1.4. Higher Headquarter (HHQ) directed missions requesting priority. Note: HHQ missions shall inform clearance delivery and tower of their higher headquarters mission and their desire for priority. ("LITTLE ROCK TOWER, BULL 25, HIGHER HEADQUARTERS MISSION, REQUESTING PRIORITY.")

9.11.1.5. All American DZ runs, formation

9.11.1.6. All American DZ runs, single ship

9.11.1.7. Distinguished visitors

9.11.1.8. Local formation instrument or overhead recoveries

9.11.1.9. Formations with controlled departure times (CDT). Note: On initial call-up, aircrews shall inform clearance delivery of their CDT. Aircrews will advise the appropriate controller of any subsequent CDT change. Aircrews are cautioned that changing a CDT after taxi may result in a departure delay.

9.11.1.10. Formation downwind recoveries off of a DZ.

9.11.1.11. Single aircraft with controlled departure time

9.11.1.12. Formations and close interval sequence departures without controlled takeoff times.

9.11.2. Controlled Departure Time (CDT): On initial call-up, aircrews shall inform clearance delivery of their CDT. Aircrews will advise the appropriate controller of any subsequent CDT change. Aircrews are cautioned that changing a CDT after taxi may result in a departure delay.

9.11.3. HHQ missions shall inform clearance delivery and tower of their higher headquarters mission and their desire for priority. ("LITTLE ROCK TOWER, BULL 25, HIGHER HEADQUARTERS MISSION, REQUESTING PRIORITY.")

**9.12. Lost Communication Instructions.**

9.12.1. In the event of two-way radio failure while in tower's Class D airspace, Squawk 7600 and expect a green light gun signal from tower approaching 5-mile final, or during base turn.

9.12.2. Under radar control: If no transmissions are received for 1 minute in the radar pattern or 15 seconds on final, attempt to contact Tower on 269.075 and proceed VFR towards Little Rock AFB. Squawk 7600 and look for a green light gun signal while on final from the Tower.

9.12.2.1. VMC: If able to maintain flight in VMC continue flight under VFR and return to Little Rock AFB.

9.12.2.2. IMC: If VFR recovery is not practical, intercept and proceed via the LRF 13 DME arc until joining the TACAN, ILS or NDB final approach course. Maintain the last assigned altitude (or higher if required by the MEA/MVA, etc.) until established on final

and complete the approach as published. Look for the tower to provide a green light gun signal.

9.12.3. Aircraft on DZ Runs: Reference Aircrew Flimsy.

**9.13. Standard Climb-out Instructions.** Little Rock AFB standard climb-out instruction is the Charlie Climb-out as described in paragraph 5.5.1.1.

**9.14. Opposite Direction Take-offs and Landings.** Tower must obtain releases for IFR opposite direction departures from LIT approach control. Approval is granted on a case-by-case basis IAW LIT LRF LOA.

9.14.1. Arrival versus arrival: When simultaneous arrivals to opposite runways are in progress, the succeeding aircraft may approach no closer than 6 miles from the runway end until the first aircraft has landed or has commenced a minimum 45 degree turn away from the opposite direction aircraft.

9.14.2. Arrival versus Departure/Low Approach: An aircraft on final approach may come no closer than 6 miles from the runway end until the departing aircraft is airborne and has commenced a minimum 45 degree turn.

**9.15. Breakout/Go Around/Missed Approach Procedures.**

9.15.1. Breakout/Go Around will be as instructed by ATC.

9.15.2. Low/Missed Approach: When making a low approach or missed approach, LRF or LIT will instruct aircraft to "EXECUTE CHARLIE CLIMBOUT, (reason, if necessary)."

9.15.3. Formation Alternate Missed Approach Instructions: Formations requesting alternate missed approach instructions will be issued "FLY RWY HEADING, CLIMB AND MAINTAIN AT OR BELOW 1,400ft UNTIL DEPARTURE END OF RUNWAY, THEN CLIMB AND MAINTAIN 2,000ft," or as otherwise instructed by ATC.

**9.16. Flight Line Smoking Policy** Smoking is prohibited on Little Rock AFB Flight Line except at designated smoking locations along Flight Line Drive.

**9.17. Civilian Aircraft Operations.** Civilian aircraft may use base navigational aids and tower services. Practice approaches (IFR/VFR) are not authorized during wing flying (base assigned or attached). Outside of wing flying, civil aircraft may make low approaches only. **Note:** For other than a low approach, approval must be obtained IAW AFR AFI 10-1001, *Civil Aircraft Landing Permits*. If an unauthorized aircraft lands at Little Rock AFB, the tower will activate the primary crash alarm system.

9.17.1. Use of Little Rock AFB by civil/general aviation is not authorized. Only the Installation Commander or designated representative can grant exceptions to this policy.

9.17.1.1. Except for emergencies, no civil aircraft will land without approval of the 19 AW/CC or designated representative.

9.17.1.2. Requests for civil aircraft landing permits will be processed through Headquarters USAF/XOOCA IAW AFI 10-1001. **Note:** Under certain conditions, civil aircraft landing permits may be processed through 19 OSS/OSA for Installation Commander approval.

9.17.2. Unauthorized landings present a distinct security risk to Little Rock AFB. If a pilot files a flight plan to and lands at Little Rock AFB without first obtaining prior permission, the 19 AW/CC or designated representative may categorize the landing as unauthorized in IAW AFI 10-1001.

9.17.3. When a civil aircraft, without a PPR requests permission to land, AM Operations will inform the tower watch supervisor that no prior approval has been obtained and the aircraft is to be denied landing rights.

9.17.4. If the pilot of a civil aircraft declares an emergency and needs to land at Little Rock AFB, the tower watch supervisor/controller-in-charge will allow the aircraft to land, direct him to clear the active runway and hold position, and notify AM Operations of location. In this situation, the tower shall activate the PCAS to inform base agencies of both an IFE and an unauthorized aircraft landing.

9.17.4.1. Upon receiving the information from the PCAS, AM Operations will immediately ring the secondary crash net. 19 SFS will dispatch a security team to the aircraft to maintain security of the aircraft and crew and, if necessary, conduct follow-on actions as directed by the Incident Commander.

9.17.4.2. AM Operations supervisor will respond to the aircraft and coordinate with ATC to ensure the aircraft is held in position until 19 SFS responds.

9.17.4.3. AM Operations will notify the AOF/CC.

9.17.4.4. AM Operations will have Transient Alert provide a vehicle to the aircraft and standby to escort and/or park the aircraft.

9.17.4.5. The Airfield Manager or designated representative will proceed to the aircraft to determine landing validity.

9.17.4.6. The responding representative will interview the pilot and obtain a written circumstantial report, copies of pilot's license, driver's license, aircraft registration, and copies of reports taken by other responders such as FAA, Security Forces, or Secret Service.

9.17.4.7. Once the interview is completed the category of landing will be ascertained (the installation commander or a designated representative will identify an unauthorized landing as either an emergency landing, an inadvertent landing, or an intentional landing) and appropriate labor, material, etc. cost will be assessed according to AFI 10-1001 and appropriate report sent to HQ USAF XOO/CA.

9.17.4.8. The AOF/CC will update the 19 OG/CC and 19 AW/CC.

**9.18. Civil Use of Military NAVAIDS.** Civilian aircraft may use Little Rock AFB NAVAIDs.

**9.19. Aero Club Operations.** Little Rock AFB does not have an Aero Club.

**9.20. Weather Dissemination and Coordination Procedures – Hazardous/Severe Weather Notification Procedures and Lightning Response** Weather dissemination and coordination procedures will be IAW AFI 10-206, *Operational Reporting.*

9.20.1. Wind Information: Wind information shall be transmitted to aircraft as outlined in AFIs; however, variable wind information, as described in AFIs, is not required to be issued

to base assigned or attached aircraft. Variable wind information shall be issued to transient aircraft.

9.20.2. IAW LRAFB Plan, 15-101, *Weather Support Plan*, when base weather issues a weather advisory, watch, or warning, AM Operations will record and transmit the information over the SCN.

**9.21. Airfield Snow Removal Procedures.** 19 CES is the OPR for snow removal operations. Airfield snow removal operations will be conducted IAW LRAFB Plan 32-1002, *Snow and Ice Control*.

**9.22. Bird/Wildlife Control – BASH.** AM Operations shall mitigate BASH hazards as outlined in LRAFB (BASH) Plan 91-202 and locally developed checklists. Mitigation may include vehicle horns, pyrotechnics, propane cannons, and the use of shotguns or a recommendation to depredate.

**9.23. Bird Hazard Notification System.**

9.23.1. AM Operations and the control tower will mitigate BASH hazards and restrict operations in accordance with procedures outlined in LRAFB (BASH) Plan 91-202.

**9.24. DELETED.**

**9.25. Taking of Photographs on the Airfield.** Cameras will not be brought into restricted areas supporting PL1, 2, or 3 resources unless approval has been granted by the group commander owning the resources or by the 19 AW/Public Affairs Division in writing. Cell phones equipped with a camera feature are not to be used for photography in restricted areas without proper authorization. Airfield Management has received approval from PA to take pictures on any portion of the airfield. See LRAFBI 31-101, *Little Rock AFB Installation Security Instruction* for specific details.

**9.26. Joint Readiness Training Center (JRTC) Ground Operations.** JRTC aircraft will normally conduct operations on TWY G and the Christmas Tree. JRTC personnel will accomplish marshaling and aircraft handling. JRTC aircraft may use the transient ramp only after coordination with the airfield management.

**9.27. Mid-Air Collision Avoidance Program (MACA.** The goal of the MACA Program is to enhance the safety of pilots with whom we share airspace. The purpose of the program is to educate civilian pilots about Little Rock AFB flying operations and military pilots about civilian flying operations.

9.27.1. Little Rock National/Adams Field airport is located 12 NM miles south of the airbase. The traffic patterns are separated; however, certain maneuvers can bring aircraft into close proximity with individuals in other patterns.

9.27.2. North Little Rock airport is 7 NM miles southwest of the base, and Camp Robinson airport is 8.3 NM miles southwest of the base. Visual and instrument traffic patterns to Little Rock AFB are north of RWY 25/07 in order to minimize conflicts with other area traffic.

9.27.3. Toneyville NDB is located 5.6 NM miles from the approach end of runway 25, and is the final approach fix for the NDB approach. A high volume of civil and military air traffic passes this fix. In addition, the NDB is also used for holding patterns at or above 2,000ft MSL.

9.27.4. Potential Conflict Area: Highway 67/167 makes a convenient visual landmark for aircraft traveling between Little Rock and Searcy, Walnut Ridge, or Jonesboro. The highway passes through the Little Rock AFB Class D airspace and crosses the final approach course to RWY 25, just inside the Toneyville NDB. This area has historically been a potential conflict area and pilots are advised to be extremely vigilant when operating in this area.

**9.28. Quarterly Joint Airfield Inspection.** The purpose of the inspection will be to note hazards, identify new short and long range requirements, validate previously identified maintenance requirements and identify items that could have safety of flight connotations. This inspection will provide an avenue for identifying and eventually prioritizing issues impacting safe operations and mission accomplishment. Participants will be the Airfield Manager or Deputy Airfield Manager, ATC, Safety, TERPs liaison (if available), and 19 CES (community planner, pavements engineer, horizontal shop, and electrical shop). **Note:** The annual Airfield Waiver Inspection will be completed simultaneously with the 2nd Quarter Quarterly Joint Airfield Inspection.

**9.29. Annual Airfield Certification/Safety Inspection.** The purpose of the inspection will be to note any potential hazards and validate previously identified hazards for status (removed or remaining). In addition, it acts as a standardized inspection program to validate whether Little Rock airfield meets standards and elevates the status of the airfield facilities to wing leadership. This inspection will be completed simultaneously with the Quarterly Joint Airfield Inspection each September.

9.29.1. The Airfield Certification/Safety Inspection Checklist listed in 13 series AFIs will be used. Brief results at the AOB and maintain a copy on file for 12 months.

9.29.2. Participants will be the Airfield Manager, 19 CES (community planner, pavements engineer, horizontal shop, and airfield lighting), and 19 AW/SEF. Representatives from ATCALS maintenance, Weather, Security Forces, and the TERPS liaison (if available) are highly encouraged to participate to provide technical expertise in their area of responsibility.

9.29.3. The 19 AW/CC will review/coordinate on the formal report and indicate whether the airfield meets USAF standards. If not, identify corrective action being taken and estimated "Get Well" dates.

**9.30. Hearing Protection.** Personnel operating on the flight line and near machinery producing loud noise for extended periods of time will maintain at least one set of ear plugs on their person.

9.30.1. The following limits apply to all personnel routinely exposed to hazardous noise IAW 29 CFR 1910.95. Routine exposure is defined as exposure to hazardous noise (>85dBA) for 30 days per year. Reference 19 AMDS/SGPB (Bio-Environmental) survey data for equipment not listed below (987-7398).

9.30.1.1. Wear double hearing protection (plugs and muffs/comm sets):

9.30.1.1.1. When within 100 feet (one aircraft parking spot or four 25ft parking ramp blocks) of an aircraft with 1 or more engines operating or APU/GTC running.

9.30.1.1.2. When operating/starting APU/GTC, -95 and -60 power carts.

9.30.1.1.3. All aircrew members accomplishing engines running offload/onload duties will wear double hearing protection within 100 feet of the aircraft. Active

Noise Reduction (ANR) headsets may be considered double hearing protection for this purpose.

9.30.1.2. Wear single hearing protection (plugs or muffs/comm sets):

9.30.1.2.1. When within 25 feet (one parking ramp concrete block) of all operating (excluding -95/-60 power carts, see para. 9.30.1.1.2.) or in industrial environments with noise exceeding 85 dBA.

9.30.1.2.2. When operating/working in areas within 100ft (one aircraft parking spot/four 25ft parking ramp concrete blocks) of aircraft with at least one engine and/or the APU/GTC operating.

9.30.1.2.3. When operating/working between 100 and 500 feet of an aircraft with four engines operating.

9.30.1.2.4. Passengers being onloaded/offloaded with engines running are only required to wear single hearing protection.

9.30.1.3. Personnel transiting/working in vehicles while on the flight line (with windows rolled up) or enclosed offices are not required to wear hearing protection.

9.30.1.4. **DELETED.**

9.30.1.5. For exercise purposes, personnel operating in MOPP 4 within 500 feet of hazardous noise (aircraft engines or APU) are not required to wear hearing protection. Exception: within 100 feet of an aircraft with engines running – doff Kevlar helmet and don double hearing protection.

9.30.1.6. Personnel transiting hangers are not required to wear hearing protection.

**9.31. DELETED.**

**9.32. Adopted IMTs/Forms.** AF IMT 1199, *Restricted Area Line Badge*, AF IMT 3616, *Daily Record of Events,* DD175, *Military Flight Plan,* and DD1801 *DOD International Flight Plan*.

GREGORY S. OTEY, Colonel, USAF
Commander

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

**AFI 10-206,** *Operational Reporting, 15 October 2008*

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

**AFI 11-202 Volume 3**, *General Flight Rules, 5 April 2006*

**AFI 11-218**, *Aircraft Operations and Movement on the Ground, 11 May 2005*

**AFI 13-217**, *Drop Zone and Landing Zone Operations, 10 May 2007*

**AFI 24-301**, *Vehicle Operations, 1 November 2008*

**AFJI 11-204**, *Operational Procedures for Aircraft Carrying Hazardous Material, 11 November 1994*

**AFMAN 33-363,** *Records Management,* 1 Mar 2008

**AFMAN 91-201**, *Explosive Safety Standards, 11 November 2008*

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**LRAFBI 11-102,** *Aircraft Parking Plan, 8 May 2007*

**LRAFBI 13-201**, *Airfield Sweeper Procedures, 7 August 2006*

**LRAFBI 13-202**, *Airfield Driving, 5 June 2006*

**LRAFBI 15-101**, *Base Weather Support Plan, 24 August 2009*

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**LRAFBI 21-140**, *Foreign Object Damage and Dropped Object Prevention Programs, 8 February 2007*

**LRAFBI 31-101**, *Little Rock AFB Installation Security Instruction, 13 January 2005*

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**LRAFB OPLAN 91-204**, *LRAFB Mishap Response Plan, 18 December 2009*

**LRAFB OPLAN 502**, *Air Operations Security, 15 March 2010*

**OSAT OI 13-201**, *Air Traffic Control, 1 November 2009*

**OSAA OI 13-213**, *Airfield Management, 1 November 2009*

**AOF OI 13-1**, *Airfield Operations Flight Standard Operating Procedures, 17 August 2009*

**FAA ORDER JO 7110.65**, *Air Traffic Control, 11 February 2010*

**LOA**, *Little Rock Air Traffic Control Tower and Little Rock Air Force Base Tower, 2 November 2009*

***Abbreviations and Acronyms***

**AADZ/LZ**—All American Drop Zone/Landing Zone

**AETC**—Air Education and Training Command

**AFJI**—Air Force Joint Instruction

**AGE**—Aerospace Ground Equipment

**AGL**—Above Ground Level

**ALS**—Approach Lighting System

**ALSF**—Approach Light System with Sequenced Flashing Light

**AMC**—Air Mobility Command

**AMOPS**—Airfield Management Operations

**ANG**—Air National Guard

**AOB**—Airfield Operations Board

**AOF**—Airfield Operations Flight

**AS**—Airlift Squadron

**ASR**—Surveillance Approaches

**ATC**—Air Traffic Control

**ATCALS**—Air Traffic Controls and Landing Systems

**ATIS**—Automatic Terminal Information Service

**AW**—Airlift Wing

**AZ**—Assault Zone

**BASH**—Bird Aircraft Safety Hazard

**BJDZ**—Black Jack Drop Zone

**CES**—Civil Engineering Squadron

**CMA**—Controlled Movement Area

**COL**—Combat Off-load

**CS**—Communications Squadron

**DME**—Distance Measuring Equipment

**DV**—Distinguished Visitor

**DZ**—Drop Zone

**DZCO**—Drop Zone Control Officer

**ELT**—Emergency Locator Transmitter

**ETL**—Engineering Technical Letter

**FAA**—Federal Aviation Administration

**FAF**—Final Approach Fix

**FCIF**—Flight Crew Information File

**FCF**—Functional Check Flight

**FLIP**—Flight Information Publication

**FOD**—Foreign Object Damage

**FPCON**—Force Protection Condition

**HATR**—Hazardous Air Traffic Report

**HHQ**—Higher Headquarters

**HIRL**—High Intensity Runway Lights

**HQ**—Headquarters

**IFR**—Instrument Flight Rules

**IMC**—Instrument Meteorological Conditions

**IR**—Infrared

**JRTC**—Joint Readiness Training Center

**LIT**—Little Rock Approach Control

**MACA**—Mid-air Collision Avoidance

**MDA**—Minimum Descent Altitude

**MH**—Magnetic Heading

**MOC**—Maintenance Operations Center

**MSL**—Mean Sea Level

**NDB**—Non Directional Beacon

**NM**—Nautical Mile

**NORDO**—No Radio

**NVG**—Night Vision Goggles

**OG**—Operations Group

**OSS**—Operations Support Squadron

**OSS/OSA**—Operations Support Squadron/Airfield Operations Flight

**PAPI**—Precision Approach Path Indicators

**PCAS**—Primary Crash Alarm System

**PPR**—Prior Permission Required

**RCR**—Runway Condition Reading

**RSC**—Runway Surface Conditions

**RSRS**—Reduced Same Runway Separation

**RVR**—Runway Visual Range

**RWY**—Runway

**SCN**—Secondary Crash Net

**SFS**—Security Forces Squadron

**SM**—Statute Mile

**SOF**—Supervisor of Flying

**TACAN**—Tactical Air Navigation

**TWY**—Taxiway

**VFR**—Visual Flight Rules

**VMC**—Visual Meteorological Conditions

**Attachment 2**

**FIXED WING TRAFFIC PATTERNS DIAGRAM**

**Figure A2.1. LRAFB VFR Traffic Pattern.**


**A2.1. Rectangular (1,300' MSL).**

**A2.2. Enter Pattern only from the North.**

**A2.3. Tower approval required for southern pattern.** Avoid overflight of school, base housing, and EOD when active.

**A2.4. Remain east of Batesville Pike Road (LRF 3 DME) in the northern pattern.**

**A2.5.** Aircraft, including helicopters, will not over-fly aircraft in/on the Christmas Tree, Compass Rose, TWYs A - G, H, J, or the AZ.

## Attachment 3

## CONTROLLED MOVEMENT AREA & VEHICLE CONTROL AREA

### A3.1. CONTROLLED MOVEMENT AREA (CMA):

A3.1.1. The following areas on the airfield are part of the Tower CMA: Runway, Assault Zone, Taxiways Alpha through Echo, grassy areas north of Taxiway Foxtrot (except fuel facilities outlined in Attachment 4), and the eastern portion of Taxiway Foxtrot beginning at the instrument (INST) hold line. Additional areas include Taxiway Golf from Echo to the entrance (marked by the INST hold line) of the Christmas Tree Apron. The CMA continues west, north, and east from these areas to the tree line around the airfield. All operators must comply with CMA restrictions and procedures IAW LRAFBI 13-202.

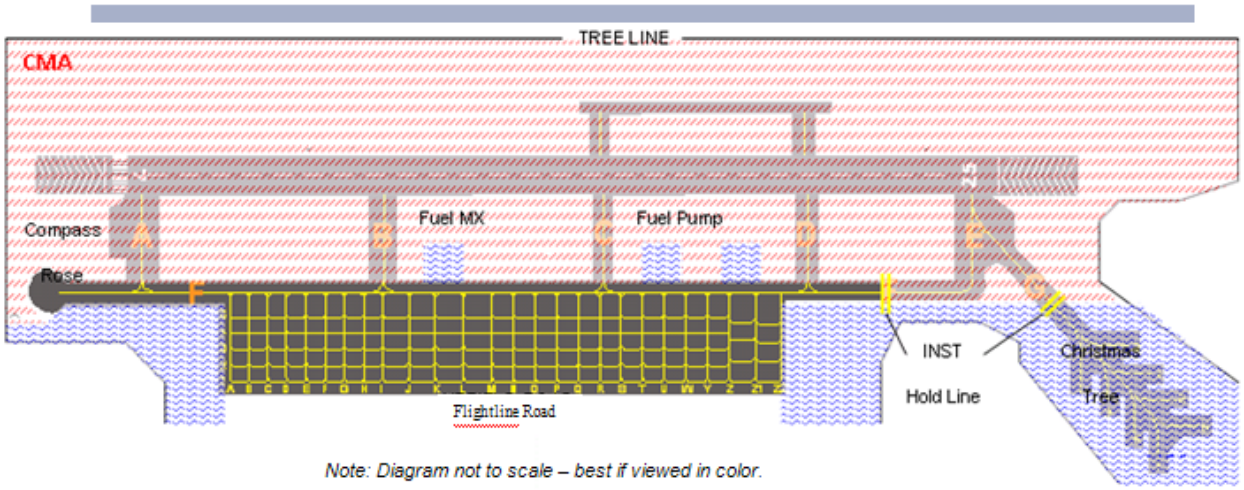
A3.1.2. Vehicle operators intending to operate within the CMA must establish direct two-way radio contact with the Tower (or contact Base Defense Operations Center (BDOC) duty desk during airfield closures) and receive approval prior to entering any portion of the CMA (includes Meteorological and Navigational Aid (METNAV) Maintenance, Airfield Lighting, CE Horizontal Shop, etc.). Vehicle operators will remain in radio contact with the Tower at all times while operating within the CMA. If radio contact is lost (or cannot be established) with personnel or vehicles on the RWY or AZ, tower will flash the appropriate light gun signal, or turn the applicable RWY edge lights on and off as an emergency signal for personnel operating vehicles to immediately exit the tower controlled movement area. If emergency signals fail to recall the vehicle, the tower shall inform AM Operations. AM Operations will attempt to intercept the vehicle. **Note:** The tower may suspend aircraft operations when an uncontrolled aircraft, vehicle, or pedestrian is observed entering the controlled movement or non-movement areas which may create a hazard to the safe movement of aircraft.

### A3.2. VEHICLE CONTROL AREA (VCA):

A3.2.1. Vehicle Control Area (VCA): The grassy areas south of Taxiway Foxtrot, east and west of the parking apron, to the tree line south of the airfield. Additional areas include the Christmas Tree and all fuel pump houses/maintenance facilities, with direct access from non-CMA portions of Taxiway Foxtrot.

A3.2.2. Vehicles operating in this area are not required to have contact with the tower (or Base Defense Operations Center (BDOC) airfield closure); however, driver requirements and vehicle movements must be IAW LRAFBI 13-202.

**Figure A3.1. CMA Diagram.**




*Note: Diagram not to scale – best if viewed in color.*

CMA – Ground operations require two-way communication with and have approval by the tower. All operators must comply with restrictions and procedures in accordance with LRAFBI 13-202.

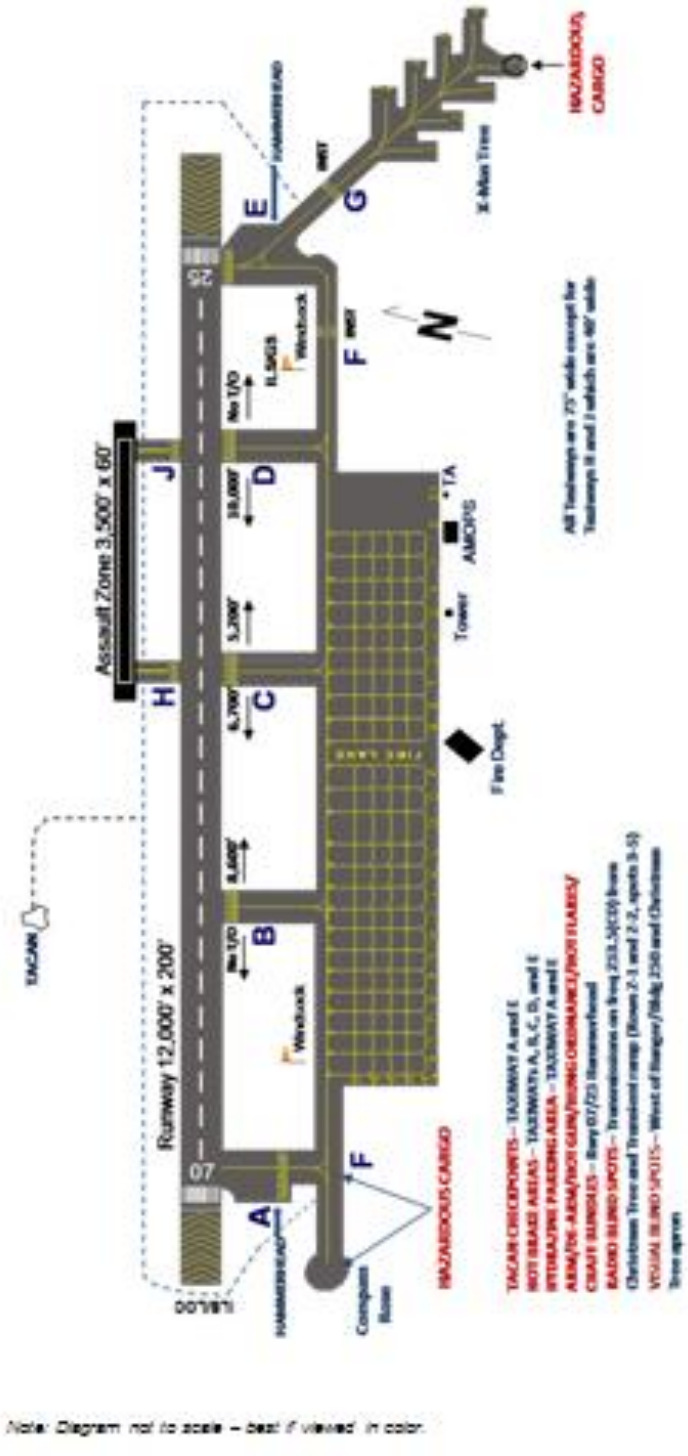
VCA – Ground operations do not require radio contact, though access must be authorized by AM Ops or by operating instruction. All operators must comply with restrictions and procedures in accordance with LRAFBI 13-202.

No Fill — Free movement area – Ground operations do not require radio contact. All operators must comply with restrictions and procedures in accordance with LRAFBI 13-202.

## Attachment 4

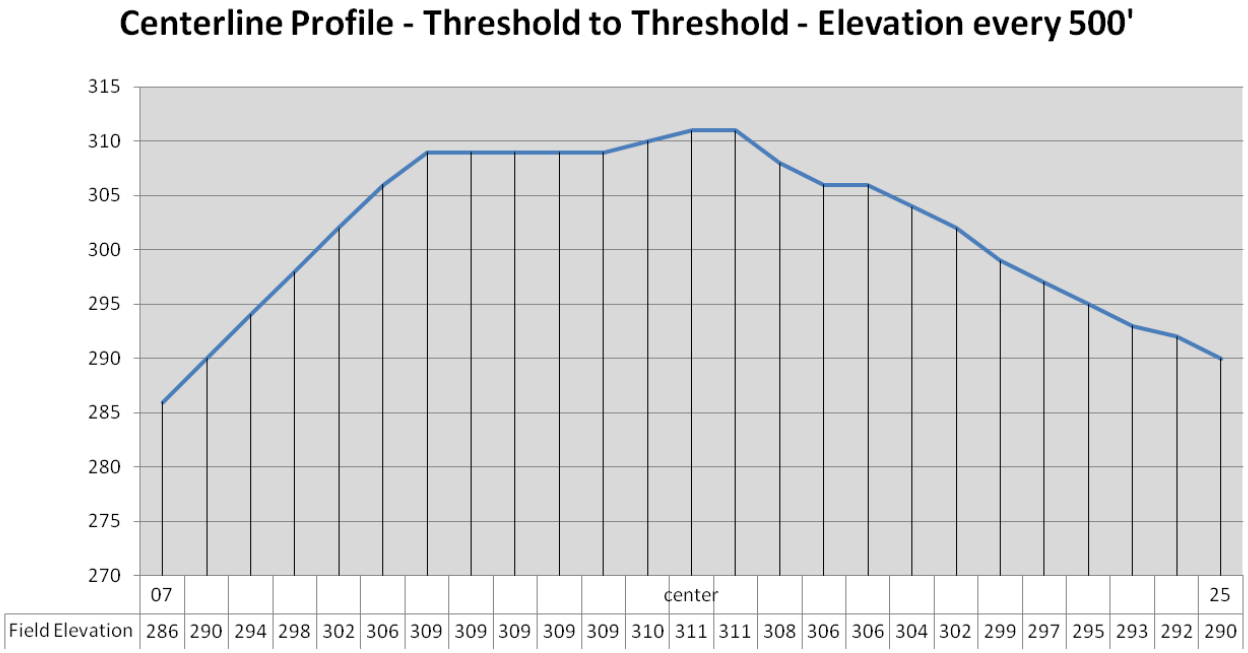
## AIRFIELD DIAGRAM

**Figure A4.1. Airfield Diagram**




*Note: Diagram not to scale – best if viewed in color.*

**Figure A4.2. Runway Gradient.**



## Attachment 5

## ATCALS DOWNTIME REQUEST

**A5.1.** What is the scope of the work to be done?

**A5.2.** Why can't work be accomplished during next scheduled maintenance inspection?

**A5.3.** What is the emergency restoral capability/time?

**A5.4.** What is the name of the equipment requiring downtime?

**A5.5.** What is desired window for the downtime?

A5.5.1. Window:

**A5.6.** Which 19 CS maintenance work center is requesting downtime?

A5.6.1. Office Symbol: SCOA

A5.6.2. Telephone: 7-6829

A5.6.3. POC: TSgt John Hupp, SSgt Jason Smith

**A5.7.** Will any other missions or equipment be affected during this time?

A5.7.1. Other Missions:

**A5.8. (OPTIONAL) If possible, can this work be done outside of the flying window i.** e.

A5.8.1. Nights or weekends?

A5.8.2. Nights: Yes.

A5.8.3. Weekends: no.

**A5.9. (OPTIONAL)** When is the next scheduled maintenance inspection due?