BY ORDER OF THE COMMANDER
LUKE AIR FORCE BASE (AETC)

LUKE AIR FORCE INSTRUCTION 13-204

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Nuclear, Space, Missile, Command and Control

AIRFIELD OPERATIONS AND BASE FLYING PROCEDURES

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This instruction implements and extends Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations,* and AFPD 13-2, *Air Traffic, Airfield, Airspace, and Range Management*, and prescribes standard operating procedures to be used by pilots, air traffic controllers, airfield, management personnel, flight data coordinators and others involved in the flying operations at Luke Air Force Base (AFB). This instruction establishes policies and procedures for conducting airfield and flying operations at Luke AFB. It provides descriptions of Luke's air traffic control facilities, defines the local flying area, outlines procedures for recurring airfield maintenance, and establishes procedures for the orderly control of all aircraft assigned to Luke AFB or operating in Luke's airspace. This instruction is directive in nature with intent to standardize local procedures while not restricting mission accomplishment. This instruction applies to Air Force Reserve and Air National Guard units and members. In addition to this instruction, pilots should refer to Air Force Manual (AFMAN) 13-204V1, *Management of Airfield Operations*, AFMAN 13-204V2, *Airfield Management*, AFMAN 13-204V3, *Air Traffic Control*, AFMAN 11-2F-16V3, F-16 *Operations Procedures*, and AFMAN 11-2F-35AV3, F-35A *Operations Procedures*, for further details and procedures. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional's chain of command. Any changes to this instruction must be coordinated with 56 OSS/OSA and 56 OG/OGV. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, Management of

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SUMMARY OF CHANGES

This publication has been substantially revised and must be reviewed completely. Major changes include the implementation of current Luke AFB arrival/departure and range entry/exit procedures, clarified Supervisor of Flying responsibilities, and clarified taxiing requirements for aircraft requiring arm/de-arm. The revisions also include consolidation of LUKEAFBI 13- 204 GM2020-01 and rescinding the prescribed form LUKEAFB Form 40, *Request for Extended Flights.*

Chapter 1

GENERAL

1.1. Local Flying Area.

1.1.1. Luke's local flying area consists of Class A, B, D, and E airspace (Attachments 3, 4).

1.1.2. Radar Approach Control (RAPCON) Airspace (Attachment 3).

1.1.2.1. Class A Airspace. Class A airspace exists within the lateral confines of RAPCON airspace at or above FL180. All operations in Class A airspace will be conducted under Instrument Flight Rules (IFR).

1.1.2.2. Class B Airspace. A sector of the Phoenix Class B airspace from 4,000' MSL to 9,000' MSL overlies Luke AFB, Glendale airport (GEU), and Goodyear airport (GYR) but is controlled by Luke during RAPCON hours of operation. Clearance to enter and exit the Luke-controlled sector of the Class B is implied when aircraft are departing or arriving on a published IFR or Visual Flight Rules (VFR) procedure, or on radar vectors and under Air Traffic Control (ATC) control. This clearance also applies to aircraft cleared for a Simulated Flame-Out/Precautionary Flame-Out) (SFO/PFO) approach. Class B services, including separation between VFR aircraft, shall be provided by ATC in this sector of airspace excluding procedures outlined in **paragraph 5.10.9** Pilots shall remain clear of the remaining Class B unless clearance to enter is received from Phoenix Approach Control.

1.1.2.3. Class E Airspace. The airspace within the lateral confines of RAPCON airspace below FL180 and above 700' AGL is Class E, not including the Class B shelf.

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

1.2. VFR Local Training Areas.

1.2.1. Deer Valley (DVT), Glendale (GEU), Goodyear (GYR), and Buckeye (BXK) airports have multiple VFR aircraft that operate within the confines of Luke AFB airspace. Luke AFB Special Air Traffic Rule (SATR) airspace. According to the Code of Federal Regulations (CFRs) 14 CFR Part 93, pilots operating under VFR in the Luke AFB Special Air Traffic Rule (SATR) are required to establish and maintain two-way radio communication with Luke RAPCON prior to entering and while operating in the area.

1.2.2. The SATR airspace is active during official daylight hours, Monday through Friday, during 56 FW flying and is broadcast on the local Automatic Terminal Information Service (ATIS); other times will be issued by Notice to Airmen (NOTAM).

1.3. Local Aircraft Priorities.

1.3.1. ATC applies Federal Aviation Administration (FAA) Joint Order (JO) 7110.65 priorities (e.g., aircraft in distress, medical evacuation, flight check, etc.), then the following local priorities in the order listed: (**Note:** During extended single runway operations, arrivals will be given priority over 56 FW departures)

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

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

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

1.3.5. Other 56 FW aircraft.

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

1.4. Local Aircraft Channelization.

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

Table 1.1. Local Aircraft Channelization.

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

1.5. Flight Following.

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

1.6. Notice to Airmen (NOTAM) Procedures.

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

1.7. Waivers to Airfield/Airspace Criteria.

1.7.1. MAJCOM/CV is the approval authority for all operational waivers involving airfield and/or airspace operations, unless delegated to MAJCOM or other authority. Waivers are tracked during the Airfield Operations Board (AOB).

Chapter 2

AIRFIELD OPERATIONS

2.1. Operating Hours.

2.1.1. The airfield and the air traffic control tower (Tower) are published open Monday through Thursday, 0630L to 2230L (1330Z – 0530Z) and Friday, 0630L to 1830L (1330Z – 0130Z). The Radar Approach Control (RAPCON) is open Monday through Thursday, 0600L to 2230L (1300Z – 0530Z) and Friday from 0600L – 1830L (1300Z – 0130Z). Airfield Management, RAPCON and the Tower are closed on weekends, holidays and 56 FW down days, but may be opened or closed as directed by the 56 OG/CC or designated representative.

2.1.2. The Automatic Terminal Information Service (ATIS) operates 24 hours a day, 7 days a week. Airfield information is available during operating hours. "*Luke Tower closed*" is broadcast outside operating hours.

2.2. After Hours Airfield Operations.

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

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

2.2.3. Weekend or holiday hours are disseminated by Airfield Management as changes occur but no later than the last official duty day of the week. All facilities (RAPCON, Tower, and Airfield Management) will be opened and operational 1 hour prior to an arrival and 30 minutes prior to a departure, based on proposed times. Facilities will remain open until 30 minutes after an aircraft departs.

2.2.4. When planning any non-airfield related activities within the boundary of the airfield, all base agencies must coordinate through Airfield Management.

2.3. Runway Selection Procedures.

2.3.1. The Tower Watch Supervisor will select the active runway in coordination with the Supervisor of Flying.

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

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

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

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

2.4.1. Airfield Management has the authority to open/close and suspend/resume airfield, runway, or taxiway operations.

2.4.2. Tower, Airfield Management, or SOF may temporarily suspend airfield, runway, or taxiway operations for safety. Tower and SOF may recommend extended closures to Airfield Management.

2.4.3. Airfield Management will check runways and taxiways each day prior to the start of flying.

2.4.4. Airfield Management is the only organization that can resume operations on closed or suspended pavements. The Airfield Manager or designated representative must physically check pavements prior to resuming operations.

2.5. Permanently Closed/Unusable Portions of the Airfield.

2.5.1. Closed Portion of Taxiway Alpha. Area used for fire department vehicle training and Security Forces training (outside of runway 21R clear zone).

2.5.2. Taxiway Echo closed West of runway 03R/21L.

2.6. Runway Surface Conditions/Runway Condition Readings.

2.6.1. Runways 03R/21L and 03L/21R are concrete. Airfield Management will determine the Runway Surface Condition and pass changes to Tower, RAPCON, Base Weather and Command Post. Airfield Management will re-inspect the runway every 60 minutes on a non-interference basis, or as requested by Tower, when the runway is wet. If any significant standing water/puddles are present on the runway, or greater than 25 percent of the runway is wet, Airfield Management will report the runway as "Wet" with water depth to the nearest 1/10th of an inch. Airfield Management will relay to Tower by radio or landline the depth of standing water in the landing/takeoff zones defined as the first 3000' feet. Runway Surface Conditions will be broadcast on the ATIS when conditions are other than dry. Runway Condition Readings are not applicable at Luke AFB due to the lack of snow and ice.

2.7. Aircraft Arresting Systems (AAS). AAS locations are depicted in **Attachment 2**.

2.7.1. Runway 03R/21L. BAK-12Bs are located 1,453' from the north threshold and 1,413' from the south threshold (AAS #3 and #2, respectively). MB60 Textile Braking Systems (MB60 TBS) are located 35' into the north and south overruns (AAS #4 and #1, respectively).

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

2.7.3. Configuration. Barrier Maintenance will verify AAS configuration with Tower prior to the airfield opening each day and will reconfigure cables and barriers whenever a runway change occurs. BAK-12Bs will be strung with the 8-point tie-down system at all times. Non-standard barrier configuration will be at the discretion of the OG/CC "Brickholder", coordinated through SOF.

2.7.3.1. For dual runway operations the standard configuration will be: Runway 03R/21L will have both departure end cables (BAK-12B and MB60 TBS) in place, and Runway 03L/21R will have the approach end BAK-12B and both departure end cables (BAK-12B and MB60 TBS) in place. Flight leads shall advise the Tower local controller on initial contact if they intend to taxi past the raised cable for takeoff.

2.7.3.2. For extended single runway operations, both departure end cables and an approach end BAK-12B will be raised.

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

2.7.5. Engagements. Following an engagement, the aircraft will normally be shut down while still engaged with the cable, then disengaged and towed from the runway. Barrier Maintenance personnel will rewind the BAK-12B barrier tape or remove the engaged MB60 TBS with assistance from Fire Emergency Services personnel as required. Airfield sweeper will be dispatched and stand-by for cleanup actions; Airfield Management will inspect the runway prior to resuming operations. AAS crews will not release the runway to Airfield Management until they confirm the AAS is operationally ready. If extensive repairs are required, Barrier Maintenance will configure the remaining AAS and notify Tower and Airfield Management when complete. Procedures for certification engagements are contained in **paragraph 7.10**.

2.8. Runway Change Procedures.

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

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

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

2.8.4. Tower will:

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

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

2.8.4.3. During wing flying, notify Gila Bend Tower of single runway operations, when the runway change is complete, and request guard transmissions be made as stated in **paragraph 2.8.4.2**.

2.8.5. Airfield Management will:

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

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

2.8.5.3. SOF will notify squadron operations supervisors (Ops Sup) of runway change times and which runway will be changed first.

2.9. Airfield Lighting Systems.

2.9.1. Runway 03R/21L are available as Approach Light System with Sequenced Flashing Lights (ALSF-1) and Simplified Short Approach Light System with Runway Alignment Indicator Lights (SSALR). The SSALR is an abbreviated form of the ALSF-1 and will be used most of the time IAW Unified Facilities Criteria (UFC) 3-535-01, Visual Air Navigation Facilities, based on weather conditions and for energy conservation purposes. The Tower will determine appropriate light settings based on current visibility IAW FAA JO 7110.65, pilot request, or **paragraph 2.9.8**.

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

2.9.3. The Electrical Systems Shop will maintain a dedicated airfield lighting crew to perform daily airfield lighting inspections and checks. The crew will inform Airfield Management of any major discrepancies or outages before the first take-offs. An on-call crew will be available after normal duty hours. A current on-call roster will be kept on-file at the CE Service Call desk. On call personnel will communicate with Airfield Management within 30 minutes of notification and if necessary, respond within 60 minutes to evaluate and/or repair the system.

2.9.4. Within two (2) hours of completing the airfield lighting inspection, the crew will report any remaining discrepancies to Airfield Management with current status and estimated time of completion. Airfield Lighting will advise Tower when the inspection is complete and airfield lighting systems are returned to Tower control.

2.9.5. Airfield lighting personnel will provide reasons and estimated fix dates for any discrepancies that cannot be repaired within 2 business days. (i.e., part ordered, requires advanced troubleshooting etc.)

2.9.6. Airfield Management will perform a nightly check of all airfield lighting systems, log all discrepancies and brief the results to the airfield lighting crew the following morning prior to opening the airfield. Airfield lighting checks will be accomplished IAW AFMAN 13-204 V2, *Airfield Management.*

2.9.7. Airfield Management will notify airfield lighting crews via CE Service Call when major airfield lighting outages are observed.

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

2.10. Local NAVAIDs and ILS Critical Areas.

2.10.1. Luke AFB owns and operates the NAVAIDs listed in **Table 2.1** Preventative maintenance inspection (PMI) times are prescribed in the Luke AFB ATCALS Restoral Procedures MOU, contact 56 OSS/OSA for a copy of the MOU.

Table 2.1. Luke AFB NAVAIDs.

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

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

Table 2.2. Other NAVAIDs in the Local Area.

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

2.10.3. ILS Critical Areas. ILS critical areas and procedures are depicted in **Attachment 5**.

2.11. Alternate Facilities.

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

2.11.2. The RAPCON does not require an alternate facility.

2.11.3. The Tower does not require an alternate facility.

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

2.11.4.1. Flight plan processing will be delayed.

2.11.4.2. Secondary crash net: A preset teleconference phone system will be utilized to activate the Secondary Crash Net (SCN).

2.12. Evacuation of RAPCON.

2.12.1. The RAPCON will be evacuated for a bomb threat, fire, natural disaster, or as deemed necessary by the WS or Senior Controller to Airfield Management (Bldg. 453). In the event of evacuation, aircraft shall proceed VFR and contact Luke Tower. Prior to evacuating, the RAPCON will broadcast on all frequencies: *"Luke RAPCON is evacuating. Contact Phoenix TRACON, Albuquerque Center, or Luke Tower for ATC Service."*

2.13. Evacuation of Tower.

2.13.1. The Tower will be evacuated for a bomb threat, fire, high winds, natural disaster, or as deemed necessary by the WS or Senior Controller. Although the Tower is designed to withstand winds of up to 88 knots, the SOF will evacuate to the RAPCON when the surface

wind (as measured on the AFAS) is sustained at 60 knots or more for more than three seconds. All Tower personnel will evacuate to the 4th floor of the Tower or the RAPCON for wind related evacuations. For other evacuation reasons, the Tower will evacuate to the RAPCON or AMOPS (Bldg 453). Time permitting, Tower personnel will take the following actions:

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

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

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

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

2.14. Evacuation of Airfield Management.

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

2.15. Resuming Operations at the Primary Facility.

2.15.1. If the evacuation was due to a bomb threat, controllers and Airfield Management will not return to the primary facility until cleared to do so by the on-scene commander.

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

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

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

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

2.16. Civil Aircraft Use of Luke Airfield and NAVAIDs.

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

2.16.2. With the exception of civil aircraft utilizing Aux-1 for practice ILS approaches, civil aircraft are not authorized to use Luke AFB or Gila Bend AFAF to conduct practice instrument

approaches or VFR pattern work. Approval authority for exceptions to this policy is the 56 OG/CC for Luke AFB and 56 RMO for Gila Bend AFAF.

2.16.3. Luke AFB NAVAIDs are not normally authorized for civil use. Exceptions: Emergency situations and flight check.

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

2.17. Air Evac Operations.

2.17.1. For purposes of this instruction, Air Evac refers to normal patient transport by air, while Life Flight refers to emergency (trauma) transport. Airfield Management will serve as the single point of contact for all Air Evac and Life Flight aircraft. Airfield Management will coordinate all known information as it becomes available and advise Command Post.

2.17.2. Air Evac operations are generally coordinated through PPR. Air Evac aircraft will normally be parked directly in front of Airfield Management on the DV row.

2.17.3. Life Flight helicopters will normally be VFR with no advanced flight plan. During contingencies that require Life Flight operations within Tower's Class D airspace, the Luke Emergency Communications Center will notify Airfield Management and Tower. Life Flight aircraft will be managed by the Incident Commander and/or Landing Zone (LZ) Coordinator, who will be in direct contact with the aircraft and may request them to land at alternate locations as required by the situation.

2.18. Distinguished Visitor (DV) Arrivals.

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

2.18.2. When RAPCON is notified of an inbound DV they will call Airfield Management when the aircraft is approximately 30 NM out. Relaying DV information is secondary to ATC services. Requests for DV information shall be directed to Command Post.

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

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

2.19. Quiet Hours.

2.19.1. The term "quiet hours" is used to denote a period of reduced airfield noise levels at Luke AFB. Ceremonies that normally require quiet hours are airfield ceremonies, flagpole ceremonies, Hangar 999 ceremonies, and Fallen Warrior Recovery. Airfield Management will normally transmit a NOTAM for quiet hours 72 hours prior to the event or as soon as information is received if less than 72 hour notice is given. 56 OG/CC or designated representative approves quiet hours requests. 56 OSS/OSO (Current Operations) is the point of contact for all quiet hours requests. Operations normally permitted during quiet hours are listed below, and are dependent on the type of ceremony being conducted.

2.19.2. Airfield Ceremony. The following procedures apply:

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

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

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

2.19.3. Flagpole Ceremony. The following procedures apply:

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

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

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

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

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

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

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

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

2.19.5. Hangar 999 Quiet hours. The following procedures apply:

2.19.5.1. Quiet hours for Hangar 999 are typically 30 minutes in duration, but longer time periods can be approved on a case by case basis.

2.19.5.2. During Hangar 999 Quiet Hours, takeoffs will not be permitted.

2.19.5.3. Hush house operations will not be permitted.

2.19.5.4. Vehicle and maintenance operations in the 944th FW area will not be permitted.

2.19.5.5. Taxiing and vehicle operations will not be permitted in either direction on Taxiway C between Taxiway D and Taxiway H. All other taxiing will be permitted.

2.19.5.6. AGE equipment operations, engine starts, and engine runs will be permitted in rows 1- 41, on Taxiway E, and at the North EOR.

2.19.5.7. Only straight-in landings are permitted with aircraft shutting down in de-arm if required.

2.19.5.8. Hangar 999 Quiet Hours will be automatically terminated at the published end time unless otherwise directed by OG/CC or designated representative.

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

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

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

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

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

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

2.21. Bird Activity.

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

2.22. Crop Dusting Operations.

2.22.1. Crop dusters are approved to conduct spraying operations within designated areas of the Luke Class D airspace. Crop dusters typically have no radio capability (NORDO) but the pilots will contact Tower by telephone in advance of spraying operations IAW the Tri-Rotor AG Services MOU. Tower controllers will advise RAPCON, issue traffic advisories, and include an advisory on the ATIS.

2.23. Unmanned Aircraft System (UAS) and small Unmanned Aircraft System (sUAS) Operations.

2.23.1. UAS and sUAS operations will be conducted IAW AFMAN 11-502, *Small Unmanned Aircraft Systems*, and current FAA, AETC, and 56 FW guidance.

2.23.2. No military or civilian sUAS operations are permitted over 56 FW property, including Falcon Dunes Golf Course, Aux-1 Airfield, wastewater treatment area, Fort Tuthill Recreation

Area, and Gila Bend Air Force Auxiliary Field, unless approved via the Commercial Off the Shelf acquisition/approval procedures..

2.23.3. Operation in Luke AFB Class Delta airspace (excluding recreational users operating below UAS Facility Map altitudes and operations when Luke ATCT is closed). The following procedures apply:

2.23.3.1. Operators will complete an FAA Certificate of Authorization (COA) via the FAA DroneZone website at **https://faadronezone.faa.gov/**.

2.23.3.2. Airfield Operations Flight Staff will evaluate COA requests as provided by the FAA and may approve, deny, or restrict operation for OPSEC and safety of flight

2.23.3.3. The operator is responsible for compliance IAW all provisions and requirements contained within the approved COA.

2.23.4. Airfield Operations Flight Staff will maintain a UAS Facility Map IAW FAA requirements.

2.24. Skeet Range.

2.24.1. The skeet range is located at the southwest corner of the airfield. Normal operating hours are Saturdays (0800-1300L) and Wednesdays (0800-1300L).

2.24.2. The Skeet Range will:

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

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

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

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

2.24.3. Airfield Management will:

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

2.24.3.2. Notify range officials to cease fire until in-flight and/or ground emergencies are terminated.

2.24.3.3. Call range office once emergency has been terminated.

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

2.25. Flightline/Airfield Photography.

2.25.1. The taking of photographs on the flight-line/airfield requires coordination with 56 FW/PA, MOC, 56 FW/CVN and/or SFS. Specific responsibilities are prescribed in OPLAN 31-1, *Integrated Defense Plan*.

2.26. Auxiliary Power for ATCALS Facilities.

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

2.27. Restricted/Classified Areas.

2.27.1. There are no designated classified areas on the airfield. The airfield, including all of the parking ramps and Taxiway Echo and Foxtrot between Runway 21L/3R and Taxiway Charlie is a restricted area and is identified by a solid red line. Within the airfield restricted area, there are additional restricted areas that require additional permissions annotated on AF Form 1199B (Restricted Area Badge). These additional restricted areas within the airfield restricted area are identified by a dashed red line.

2.28. Smoking Areas.

2.28.1. Except when permitted in designated areas, smoking, striking of matches, or operating mechanical cigar/cigarette lighters will be prohibited in or within 50 feet of: aircraft, hangars, aircraft repair docks, paint and corrosion control shops, and flammable liquids. Smoking is prohibited within 100 feet of POL storage or dispensing areas, fuel dispensing vehicles or refueling/defueling operations, vehicle maintenance or similar facilities of an extra hazardous nature, aircraft LOX carts, LOX plants, flammable storage areas and in all munitions loading areas.

Chapter 3

FLIGHT PLANNING

3.1. Weather Information.

3.1.1. Luke AFB Weather Flight operates 24 hours per day Monday through Friday. Weekends and holidays are staffed as required by 56 FW flying. Weather Flight personnel are not required for transient or community support and will be on-duty when 56 FW flying is scheduled or during periods of inclement weather when the airfield is closed.

3.1.2. Information is available from the Luke Weather Flight via Pilot to METRO Service (267.4), telephone (DSN 896-2992, Commercial 623-856-2992) or SharePoint at file://52nuex-fs-002/56OG/56OSS/OSW/Common/WeatherSite/default/default.html during published duty hours. After duty hours, flight planners can reach the 25th Operational Weather Squadron flight weather briefer by phone at DSN 228-6598, Commercial (520) 228-7361 or via the internet at **https://25ows.dm.af.mil**. The Joint Environmental Toolkit (JET) can be used as a credible backup system for the Airfield Automation System (AFAS). JET is the source for the AFAS's weather information and is the primary dissemination method for weather observations, forecasts, and resource protection. The JET website is **https://owsjet25.us.af.mil**.

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

3.1.4. Hazardous/severe weather and lightning notification. 56 OSS/OSW will inform Tower, RAPCON, and Airfield Management of hazardous/severe weather and lightning that will affect Luke AFB operations. Tower, RAPCON, Airfield Management, and SOF will inform applicable agencies and pilots IAW their facility checklists.

3.2. Flight Plan Filing Procedures.

3.2.1. Airfield Management will accept emailed DD Form 1801 at **56oss.osaa.am@us.af.mil**, using the procedures outlined in this paragraph. Flight plans may be filed with Airfield Management up to 24 hours in advance.

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

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

3.2.4. Squadron Ops shall retain DD Form 1801 flight plans in accordance with Air Force RDS, Table 13-07, Rule 3.00.

3.2.5. Squadron Ops/schedulers must contact AMOPS with changes to aircraft call signs, number in flight, or STEREO routing. AMOPS will coordinate changes within 30 minutes of departure time with Clearance Delivery. Pilots making changes shall contact Squadron Ops to ensure the change is reflected on the flying schedule and the Squadron Ops Sup is notified.

3.3. Flight Plan Coordination.

3.3.1. Flights not listed in GTIMS or previously coordinated by AMOPS via DD 1801 will not be allowed to taxi until the mission is confirmed by Airfield Management.

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

3.3.3. Flight Join Up for Departure. When two or more aircraft with different call signs wish to depart as a single flight, the aircraft in the lead will inform ATC as soon as possible, i.e. "Viper 1 flight join up with Wizard 1, now a flight of four, request to taxi to runway 21 with (ATIS Code)". This is not to be confused with the term MARSA which is discussed in **paragraph 7.1** Instead, this will be handled as a flight join up. ATC must be notified as soon as possible so appropriate flight plan amendments can be made in the NAS computer system. If the joining flight wishes to keep their flight plan open, they will notify Clearance Delivery so his/her flight plan can be retained and activated in the NAS system. If there is no longer a need for the joining aircraft's flight plan, the flight plan can be removed from the NAS system. ATC instructions will only be issued to the lead aircraft. If the joining aircraft/flight will remain with the lead aircraft throughout the flight and does not wish to have the option to return separately, they shall inform ATC of this intent and their flight plan will be removed from the NAS system and the number in flight for the lead aircraft will be amended to show the total number in the flight. All aircraft will use the lead aircraft's call sign (in sequence) from that point on. For example, Wizard 1 and 2 would now be Viper 3 and 4 and Wizard 1's flight plan would be removed.

3.4. Transient Alert.

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

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

3.5. Prior Permission Required (PPR).

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

3.5.2. Base assigned units cannot park transient aircraft on their ramp without coordination with AMOPS. In the event the transient ramp is full, the hosting unit must provide parking spots.

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

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

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

3.5.6. Squadron Operations shall request a PPR from Airfield Management for newly assigned aircraft prior to initial arrival.

3.6. Flight Information Publications (FLIPs) Accounts.

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

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

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

Chapter 4

GROUND OPERATIONS

4.1. Movement Areas. See **Attachment 2** for locations of special use areas on the airfield.

4.1.1. Controlled Movement Area (CMA). AFI 13-213 Luke Supplement defines the CMA, entry/exit procedures, vehicle/pedestrian operational requirements, and procedures during inclement weather on the airfield.

4.1.2. Movement Areas for aircraft. All areas are controlled for aircraft movement, except as follows:

4.1.2.1. Taxilane Lima.

4.1.2.2. Taxilane Kilo.

4.1.2.3. Aircraft Parking Spots.

4.1.2.4. Arm/De-arm areas.

4.1.3. Movement Areas for vehicles and pedestrians. Except for the CMA, all taxiways and ramps are uncontrolled for vehicles and pedestrians.

4.1.4. ATC is not responsible for any operations/movements in the uncontrolled movement areas. Pilots and vehicle operators are responsible for de-confliction.

4.1.5. Unattended vehicles or equipment will not be left within 200’ of taxiway centerlines or 1,000’ of the runway centerlines.

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

4.2. Clearance Delivery Procedures.

4.2.1. Flight leads will contact Clearance Delivery on 273.475 or 126.25 to receive their IFR clearance. Pilots will read back all clearances.

4.2.2. Aircraft departing on unpublished routes will be issued standard climb out IAW **Attachment 8**.

4.2.3. For all IFR flight plans, pilots will contact Clearance Delivery on 273.475 or 126.25. Clearance Delivery will verify all departures via GTIMS or AMOPS. Flights will be allowed to taxi during coordination for flight plan changes, which are described in **paragraph 3.3**.

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

4.2.4.1. VFR North…0201

4.2.4.2. VFR West0202

4.2.4.3. VFR South0203

4.2.5. Pilots shall request non-standard or in-trail departures on initial contact with Clearance Delivery and specify the interval between the first and last aircraft (maximum of six miles). Requests for nonstandard or trail departures require coordination with Albuquerque Center (ZAB) and departure intervals greater than 2 NM require ZAB approval IAW the ZAB and 56 FW LOA. Trail departures will be flown IAW paragraph 5.3.6..

4.3. Aircraft Taxiing Requirements.

4.3.1. The SOF is required to be on duty in the control tower one hour prior to the first scheduled 56 FW departure. 56 FW aircraft on a local sortie may taxi without a SOF in the Tower; however, no local aircraft will be permitted to takeoff without the SOF in position. For cross-country departures, the designated supervisor will be in the unit operations complex and immediately reachable by voice. **Note**: IAW AFI 11-418, *Operations Supervision*, the OG/CC may determine if a SOF is needed during reduced flying operations.

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

4.3.2.1. Call sign, number of aircraft in flight, and row number. Flight lead will notify Ground Control of any aircraft not accompanying the flight. The delayed aircraft will call for taxi when ready.

4.3.2.2. Current ATIS code.

4.3.2.3. Receipt of clearance.

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

4.3.2.5. Requests for pattern delays on departure (if appropriate).

4.3.2.6. Requests for intersection departures (Echo/Foxtrot/Juliet/Hotel).

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

4.3.4. Taxiing aircraft will remain on Ground Control frequency until arriving at the South hammerheads or ready for departure at the North EOR, at which point aircraft will automatically switch to Tower frequency.

Note: Pilots and controllers will exercise caution for aircraft larger than fighter-type taxiing under the approach/departure paths while on Taxiway Alpha north of Runway 03L/21R and Taxiway Charlie south of Runway 03R/21L.

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

4.3.6. If pilots need to taxi against the normal flow of traffic, they will inform Ground Control and wait for approval. Pilots will turn on taxi light while taxiing against the normal traffic flow.

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

4.3.8. IAW AFMAN 11-218, *Aircraft Operations and Movement on the Ground*, the Wing Commander waives standard wingtip clearance for Luke assigned aircraft while operating in between rows of sunshades to 10 feet. Pilots will maintain a heightened awareness when taxiing past these areas. HQ AETC has approved a permanent waiver for F-35 wingtip clearance of 9.3 feet from the sunshades on the parking aprons.

4.3.9. Upon landing and exiting the runways, pilots are required to contact Ground Control for taxi instructions, except as follows:

4.3.9.1. If a runway crossing is required, maintain Tower frequency and request runway crossing instructions.

4.3.9.2. Aircraft requiring de-arm will take the following actions:

4.3.9.2.1. Aircraft exiting Runway 03L/R shall taxi to de-arm after crossing/exiting runway 03R at Taxilane Bravo. Aircraft will contact Ground Control when ready for taxi from de-arm to park. *"Ground, Call Sign, North De-Arm, Taxi (number of aircraft) to (row number)"*. Tower will respond with *"Call Sign, taxi to (row number)"* and include full route if different from standard route. Pilots will acknowledge with *"Call Sign, to (row number*)".

4.3.9.2.2. Aircraft exiting Runway 21L/R requiring de-arm will contact Ground Control for permission to taxi to de-arm. *"Ground, Call Sign, Location, Taxi (number of aircraft) to South De-Arm*. Tower will respond with *"Call Sign, taxi to South De-Arm"* and include full route if different from standard route. Pilots will acknowledge with *"Call Sign, to South De-Arm"*. Aircraft will contact Ground Control again when ready for taxi from de-arm to park. *"Ground, Call Sign, South De-Arm, Taxi (number of aircraft) to (row number)".* Tower will respond with *"Call Sign, taxi to (row number)"* and include full route if different from standard route. Pilots will acknowledge with *"Call Sign, to (row number*)".

4.3.10. Aircraft will taxi to parking using the routes in **Table 4.1** All aircraft arriving/departing via Echo/Foxtrot will be issued progressive taxi instructions. Ground Control will provide taxi route if any deviations from the standard routes are required. Caution must be used at choke points (intersection of Taxiways Echo/Charlie, Foxtrot/Charlie, Charlie/Bravo, Echo/Delta, and Delta/Charlie).

Table 4.1. Standard Taxi Routes.

Parking Rows	**Departing Runway 03**	**Departing Runway 21**	**Landing Runway 03** (NOTE 1)	**Landing Runway 21**
Rows 1 - 15	Bravo, Charlie	Bravo	Bravo	Charlie, Bravo
Rows 16 – 26 (NOTE 2)	Delta, Charlie	Bravo	Bravo,	Charlie, Delta
Row 27	Delta, Charlie	Bravo	Bravo	Charlie, Delta
Rows 28 - 32	Delta, Charlie	Delta, Bravo	Bravo, Delta	Charlie, Delta

Rows 33 - 41	Delta, Charlie	Delta, Short Echo, Charlie, Bravo	Bravo, Charlie, Short Echo, Delta	Charlie, Delta
Row 42 and 43	Charlie	Charlie, Bravo	Bravo, Charlie	Charlie
Hot Pits (Rows 1-3)	Bravo, Charlie	Bravo	Bravo	Charlie, Bravo
Echo Hot Pits	Echo, Charlie,	Echo, Charlie, Bravo	Bravo, Charlie, Echo	Charlie, Echo
Echo Live Loads	Echo, Charlie	Echo, Charlie, Bravo	Bravo, Charlie, Echo	Charlie, Echo
Foxtrot Live Loads	N/A	Foxtrot, Charlie, Bravo	Bravo, Charlie, Foxtrot	Charlie, Foxtrot
South De-Arm (NOTE 1)	N/A	N/A	N/A	(RWY 21L) Hotel or Juliet, Charlie (RWY 21R) Charlie

Notes:

1. Aircraft taxiing from North De-Arm will utilize standard taxi routes from "Landing Runway 03" column.
2. Aircraft parked on rows 24-26 may transition to Taxilane K once east of row 22 to facilitate correct aircraft alignment in sunshades.
3. All aircraft will enter south arm/de-arm via northeast taxi lane (abeam taxiway Hotel) and exit via southwest taxi lane (abeam taxiway Juliet). **Exception:** F-35 hung gun procedures.

4.4. C-130 and Larger Aircraft Restrictions.

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

4.4.2. Taxiway Hotel is restricted to fighter type aircraft and smaller.

4.5. C-130 and Larger Arrival and Departure Procedures.

4.5.1. Tower must accomplish the following actions:

4.5.1.1. Inform Airfield Management when the aircraft starts engines, to conduct a FOD sweep

4.5.1.2. Notify Airfield Management when aircraft reaches 10-mile final.

4.5.1.3. Inform aircraft to taxi with outboard engines at idle (if able).

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

4.5.1.5. If the aircraft requests taxi routes another than previously approved by Airfield Management, coordinate with Airfield Management for any additional requirements (e.g., weight waivers) prior to taxiing.

4.5.2. Airfield Management will accomplish the following actions:

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

Note: Foreign object debris (FOD) checks will be conducted after all C-130 or larger aircraft movement. FOD checks are not required between arrivals of consecutive heavy/large wingspan aircraft, but must be conducted prior to fighter type aircraft operations on the particular runway used. If a C-130 or larger aircraft conducts a Low Approach to the runway, a FOD check is not required.

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

4.6. Live Ordnance Procedures.

4.6.1. Live ordnance operations will be scheduled by the squadron through Airfield Management (56 OSS/OSAA). Scheduling will be accepted on a first come first serve basis. Airfield Management will refer scheduling conflicts to the conflicting squadrons for Wing conflicts and through the Operations Support Squadron Director of Operations for non-Wing conflicts (i.e., transient parking and live load conflict). Prior to opening the airfield, the opening Supervisor of Flying (SOF) will look for any live ordnance scheduled for the day. This will include looking for the 'Live' container checked in GTIMS, annotations in the 'Remarks' section, talking to the Top 3s, and/or seeing aircraft parked on Taxiway Echo. If runway change is anticipated for live ordnance departures, the Tower will contact Barrier Maintenance at DSN 896-6869 to inform them of the expected time(s) of the runway change(s).

4.6.2. Live ordnance loading is limited to Spots 1-14 Taxiway Echo and Spots 1-9 on Taxiway Foxtrot, restricted area 7, Aircraft spacing will be IAW the Explosives Loaded Aircraft Plan, developed by and available from Wing Weapons Safety (56 FW/SEW)

4.6.2.1. Units must notify Airfield Management prior to positioning and after removing equipment/aircraft on Taxiway Echo or Foxtrot.

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

4.6.3. Pilots will utilize the primary arming area for Runway 21 located at the North EOR, or aircraft can be armed on Taxiway Echo or Foxtrot (**Attachment 2**) with Airfield Management approval.

4.6.4. Any departure with live ordnance will normally use Runway 21 with both departure end cables configured. This guidance is for live ordnance only and does not apply to inert ordnance, rocket munitions of any kind, or opposite direction takeoffs due to unrestricted departures.

4.6.4.1. If Runway 03 is the active runway, the SOF will determine the amount of time one runway will need to be configured for opposite direction takeoffs. The primary runway for live opposite direction departures is the outside runway. The SOF will develop a plan with the Tower Watch Supervisor and Barrier Maintenance to configure the TBS. The northern BAK-12 will be left connected unless the live jets are not able to takeoff over a tied down cable (ECM pods, etc.).

4.6.5. The SOF, Tower Watch Supervisor, and Barrier MX will develop a runway configuration plan that minimizes single runway operations. The SOF will determine the field status IAW current FW/OG operations guidance and communicate this plan through normal OG Brickholder and Squadron Ops channels.

4.7. Hot Pit Refueling Procedures.

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

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

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

4.8. Taxi Checks.

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

4.9. Engine Test and Run-up Procedures.

4.9.1. Maintenance personnel performing aircraft engine runs will:

4.9.2. Contact MOC prior to engine run; provide tail number and parking row and spot. MOC will pass this information to Tower via landline.

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

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

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

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

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

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

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

4.9.6.2. Alternates: The warm-up aprons (hammerheads) located at Taxiway Alpha and Runway 03L/21R (North) and Taxiway Charlie and Runway 03L/21R (South) may be used with prior coordination from Airfield Management. When parked on the hammerheads, aircraft will be positioned so jet blast is directed away from the taxiway/runway surfaces.

Aircraft must be relocated to an approved parking location at the conclusion of the engine run.

4.9.6.3. Dry Motor Ops check spots will be Row 24 Spot 4, Row 41 Spot 3, and the Trim Pad.

4.10. Aircraft Towing Procedures.

4.10.1. Towing operations will be conducted IAW AFI 13-213_LUKEAFBSUP, *Airfield Driving* and AFMAN 11-218, *Aircraft Operations and Movement on the Ground*. MOC will contact Tower with tail number and start and end point of tow IAW OPLAN 502.

4.11. Arm/De-Arm Areas.

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

4.12. Procedures Not Applicable to Luke AFB.

4.12.1. Snow removal, ASR or PAR approaches, Aero Club, and night vision device operations are not required to support Luke AFB's current mission.

Chapter 5

AIR OPERATIONS

5.1. Basic Radar Service to VFR Aircraft.

5.1.1. Basic Radar Service to VFR Aircraft. Aircraft recovering VFR to Luke will be provided basic radar service, including traffic advisories/alerts, and sequencing into the airport. Luke's proximity to Glendale, Goodyear, and Deer Valley Airports greatly increases the potential for a mid-air collision with VFR general aviation aircraft. Traffic separation is not provided for aircraft recovering VFR, although traffic advisories/alerts will be provided IAW FAA JO 7110.65.

5.2. ATC Service Limitations.

5.2.1. Tactical Air Navigation (TACAN) Out. RAPCON will issue radar vectors for all IFR departures and arriving traffic when Luke TACAN is out of service.

5.2.1.1. Pilots will file the appropriate Standard Instrument Departures (SIDs)/stereo flight plans, as per normal operations.

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

5.2.1.3. Aux-1 Procedures. Pilots may fly the JAY HI TACAN ground track using INS. Controllers will not clear aircraft for the approach, but will issue "FOLLOW THE JAY HI GROUND TRACK".

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

5.3. Local Departure Procedures.

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

5.3.2. When calling ready for departure, pilots must inform Tower of their takeoff type if other than standard (i.e., static, or approved trail departure).

5.3.3. VFR Departures. Pilots will follow the appropriate VFR ground track depicted for departures in Attachments **22-24**.

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

5.3.4.1. VFR North - LUF R-338/16.

5.3.4.2. VFR West - LUF R-267/10.

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

5.3.5. IFR Departures. IFR departure procedures and stereo routes are depicted in the Albuquerque Center and 56 FW LOA. Stereo routes from Luke SIDs will be used to the maximum extent possible. IAW the 56FW LOA with Albuquerque ARTCC, radar service is automatically terminated and a frequency change is approved upon entering the Special Use Airspace. All 56 FW aircraft departing Luke must cross the departure end of the runway at or below 2,100' MSL to protect the overhead traffic pattern. **Note**: Traffic permitting, Tower may amend departure restrictions on a case by case basis.

5.3.6. Trail Departure Procedures. The last aircraft in trail will squawk Mode 3: 4000 and Mode C, until rejoined in a standard formation. Non-standard formation, 2 NM interval, will be assumed during nighttime operations or when the tower pattern is closed due to weather. **Note**: Trail departures will be conducted IAW **paragraph 4.2.4**.

5.4. Local Arrival Procedures. (See **paragraph 5.7** for SUA Arrival Procedures).

5.4.1. 56 FW aircraft returning to Luke from SUA will automatically be VFR below FL180, with the IFR portion of their flight plan being cancelled once departing the respective SUA departure fix. An IFR recovery is available departing SUA when specifically requested. Exceptions: India, Aztec, Outjack Low, Sells High, and Arson High will return IFR.

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

5.4.3. Vectors to Overhead Pattern (Initial). A clearance is required to permit an IFR aircraft to proceed visually to the airport for entry into the overhead pattern. This will allow the aircraft to legally descend below the MVA to the Initial Point while IFR. All visual approach and separation rules apply until the aircraft reaches the Initial Point where the IFR portion of the flight plan is automatically cancelled.

5.4.4. Trail Recovery Procedures.

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

5.4.4.1.1. VFR aircraft conducting other than full stop landings will maintain VFR on climb out and be handled as any other VFR aircraft. Aircraft recovering IFR will receive IFR services to Luke for an instrument or visual approach. Requests for subsequent IFR approaches shall be made with RAPCON, who will issue local climb out back to radar for another IFR approach.

5.4.5. Side-Step Procedures. The Air Traffic Control Tower is the approval authority for aircraft requesting the side-step maneuver based on current airfield conditions and traffic. Pilots will request, "(AIRCRAFT CALL SIGN) REQUEST SIDE-STEP RUNWAY (##)" with Luke Radar Approach Control upon initial contact or no later than 20 flying miles from the field. Luke Radar Approach Control will coordinate with Air Traffic Control Tower for approval. Pilots shall advise Tower upon commencing the side-step maneuver, which is usually executed no earlier than the Final Approach Fix.

5.5. Max Climbs.

5.5.1. Max climbs are only authorized on Runway 03L or 03R. Pilots will **request max** climbs on initial contact with Clearance Delivery and state altitude requested, then inform Ground Control of the max climb request on initial contact. When Tower approves a max climb, pilots may exceed normal climb rates on the departure, but must remain on the departure ground track and remain at or below 2,100' MSL until the departure end of the runway to protect overhead pattern traffic unless otherwise requested and approved by ATC.

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

5.6.1. This check is accomplished using the pattern south of AUX-1 (Attachment 6). Expect radar contact to be lost 10 NM west of Luke. Pilots shall reattempt contact with RAPCON for basic radar service when LANTIRN check is complete. Pilots will advise Clearance Delivery on initial contact of LANTIRN check intentions. LANTIRN check squawk is 0277. Flights departing on a stereo route after completion of the LANTIRN check will reset their transponder to the IFR squawk and contact Approach Control (**CH 5**).

5.7. Special Use Airspace (SUA).

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

5.7.2. Aircraft recovering from SUA will be VFR below FL180, unless an IFR clearance is specifically requested for RTB.

5.7.3. Radio Degradation. Due to known radio limitations, those recovering from the:

5.7.3.1. Southern SUAs may not be able to receive ATIS or contact RAPCON until inside of BUGGS. Pilots will recover via the VALLY recovery, as published (see **Attachment 17**) and reattempt contact with Luke RAPCON no later than COPPA.

5.7.3.2. Northern SUAs may not be able to receive the ATIS or contact RAPCON until inside TANKZ. Pilots will exit the MOA at or below 15,500' MSL and execute the TANKZ recovery, as published (see **Attachment 16**). Reattempt contact with Luke RAPCON no later than 25 DME from Luke. Pilots may not receive a response below 8,000' MSL due to these radio blind spots.

5.7.4. Barry M. Goldwater East Ranges (BMGR-E), Sells Low MOA, Sells 1 MOA, and ATCAA Procedures.

5.7.4.1. Refer to Luke AFB Instruction 13-212, *Range Planning and Operations* for specific frequencies, operating requirements, and restrictions in the BMGR-E and Sells MOA/ATCAA.

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

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

5.7.4.4. Entry Procedures.

5.7.4.4.1. Luke RAPCON will transfer communications to appropriate agency for flights into BMGR-E. Aircraft will maintain ATC assigned altitude until entry point for operating airspace (i.e., RAYGN).

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

5.7.4.5. Exit Procedures.

5.7.4.5.1. VFR Recovery. Pilots will recover VFR from the southern airspace via the VALLY recovery, as published (see **Attachment 17**) unless otherwise requested.

5.7.4.5.2. IFR Recovery. If specifically requested, pilots will contact ATC no later than 10 miles prior to departure fix from SUA to obtain an IFR clearance for RTB. ATC is unable to issue an IFR clearance to aircraft operating in SUA. All ATC clearances will begin at the departure fix leaving the SUA.

5.7.5. Gladden, Bagdad MOA/ATCAA, and Yarnell ATCAA Procedures (see Attachment 18). Area boundaries, altitudes and frequencies are outlined in the 56 FW / Albuquerque Center (ZAB) LOA, on file with 56 OSS/OSA. Albuquerque Center may restrict altitudes for weather, traffic, etc. Restrictions will be received by RAPCON and forwarded to Snakeye.

5.7.5.1. Schedule Yarnell ATCAA 24 hours in advance. Yarnell ATCAA altitudes above FL330 are generally not available unless specifically requested through scheduling at least 24 hours in advance.

5.7.5.2. Supersonic operations are authorized in Gladden and Bagdad above 10,000' MSL. Supersonic flight will be directed away from and not conducted over Aguila, Peoples Valley, Yarnell, South of Highway 89 (LUF 45 DME ARC) in area "X," or south of the Harquahala Mountains (BXK 35 DME ARC) in Yankee. Supersonic operations are authorized in the Yarnell ATCAA, but must be westbound above FL300 and not above the towns of Aguila, Yarnell, People's Valley, Congress and Wickenburg.

5.7.5.3. Standard ATCAA Altitudes. Gladden to FL330, Bagdad to FL280, Yarnell FL180- FL330 (FL510 available with prior coordination). Higher altitudes may be requested through scheduling 24 hours or more in advance.

5.7.5.4. Bagdad and Gladden MOA's are from 7,000' MSL or 5,000' AGL, whichever is higher, up to but not including FL180. **Note**: During "SENTRY OPS," Gladden may be restricted.

5.7.5.5. Entry Procedures. Normal entry will be via TANKZ (TAGL1 or FIGHTTUR stereo), TIRON TURTLE stereo or NAVAJO GLADDEN stereo routing. Check in and out of the area with Snakeye. Advise Snakeye at check in when Yarnell ATCAA will be used and when flights are finished with Yarnell. Pilots will never recover with a vertical descent out of Yarnell. All exits will be through Gladden/Bagdad via TANKZ for RTB. The Luke altimeter setting will be used in Gladden and Bagdad operating areas. When restricted above FL180, use 29.92.

5.7.5.5.1. Entry Procedures during inclement weather. RAPCON may opt to retain FL180- FL210 in their designated airspace for weather; restricting the Yarnell floor to FL220. This retained airspace will allow RAPCON to climb IFR departures higher

than the published 16,000'-17,000' MSL (but no higher than FL210) to attain MARSA with participating aircraft prior to entering Yarnell. No later than 10 miles prior to TANKZ, flights must inform RAPCON if unable to attain MARSA with participating aircraft and state intentions (e.g., either requesting radar vectors or climb/descent). If still IMC, flights must contact Snakeye prior to entering Gladden/Bagdad/Yarnell airspace to coordinate MARSA with existing flights. **Note**: Flights must still maintain two-way communication with RAPCON until finished coordinating with Snakeye. Once flights have satisfied MARSA requirements, flights will request to switch to tactical frequency. RAPCON will then terminate radar service and approve frequency change; at which time flights will proceed into SUA without delay.

5.7.5.6. Exit Procedures.

5.7.5.6.1. Gladden VFR Recovery. Pilots should contact Luke Approach no later than 10NM from TANKZ with number in flight, intentions, and type recovery. Aircraft must be at or below 15,500' MSL when reaching TANKZ. Departing Gladden MOA via the 39 DME arc direct to AUX-3 presents increased risk for traffic conflicts with aircraft executing the JAY-HI TACAN and the high volume of general aviation traffic operating in the Northwest practice areas (North of Highway 60). **Note**: The following options are available to reduce exposure to highly populated general aviation traffic areas: 1) Departing via TANKZ direct AUX-3 avoids the majority of general aviation traffic areas. 2) Departing via the 39 DME arc direct AUX-3, remaining at or above 7,500' until East of AUX-1 avoids the majority of general aviation traffic in the area.

5.7.5.6.2. Gladden IFR Recovery. No later than 10NM from TANKZ, pilots will request an IFR clearance with RAPCON. Instructions will be issued by RAPCON leaving TANKZ or inside 39 DME from Luke. RAPCON is unable to issue any IFR instructions while aircraft are still inside the MOA/ATCAA airspace. **Note**: FL210 and below may be available inside TANKZ if RAPCON has retained airspace IAW **para 5.7.5.6.2.1**.

5.7.5.6.2.1. Exit Procedures during inclement weather. RAPCON may opt to retain FL180- FL210 in their designated airspace for weather; restricting the Yarnell floor at FL220. This retained airspace will allow RAPCON to issue an IFR clearance from the Gladden/Bagdad MOA/ATCAA at FL210 and below for RTB to Luke. Pilots will inform RAPCON, no later than 10 miles prior to TANKZ, if they are requesting an IFR clearance departing SUA due to weather. RAPCON is unable to issue an IFR clearance while operating in the MOA/ATCAA. All clearances will begin at TANKZ, or inside 39 DME from Luke, at or below FL210.

5.7.5.6.2.2. If weather conditions dictate, and current PIREPs indicate that departures are able to achieve VMC conditions in the block 160'-170' MSL to TANKZ, RAPCON will release FL180 and above back to Snakeye for normal Yarnell operations. RAPCON may also release FL180 and above to Snakeye if there are no subsequent departures utilizing Yarnell; allowing existing 56 FW aircraft in the ATCAA to utilize all of Yarnell without restrictions. Sunny MOA/ATCAA Procedures. Sunny SUA must be scheduled 24 hours in advance. Fly the LUKE 1 departure. Supersonic flight is prohibited in Sunny. Do not depart the area until cleared to resume the Lake Sunny or Navajo Sunny Stereo.

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

5.8.1. Luke AFB's radar traffic patterns are depicted in **Attachment 7**.

5.8.2. Pilots may fly practice instrument approaches immediately after take-off, prior to departing on a DD Form 1801 or local stereo route. Pilots will request a "PATTERN DELAY OF XX MINUTES" with Clearance Delivery on initial contact. Clearance will assign a local squawk to be used in the radar pattern, as well as the IFR departure clearance and enroute squawk. After the last practice approach, pilots will change from local squawk to the enroute squawk issued in their IFR clearance.

5.8.3. Local/Standard climb out Procedures for Multiple Radar Patterns/Departures. When ATC issues "EXECUTE LOCAL CLIMB OUT," pilots will comply with the local climb out instructions in **Attachment 8** and remain on last assigned frequency, unless otherwise stated.

5.8.4. Missed Approach Procedures. Missed approaches will be flown as published or as directed by ATC. Aircraft may not breakout into the Tower pattern without coordination.

5.9. Luke AUX-1 Procedures.

5.9.1. Luke AUX-1 procedures do not meet ATC or TERPS criteria for IFR flight. The AUX-1 traffic pattern is depicted in **Attachment 9**. AUX-1 approaches are to Runway 11 and for use under basic day VFR weather minimums only. **Note**: All headings, altitudes and vectors are recommended and advisory in nature.

5.9.2. The runway at AUX-1 is unsuitable for landing. All approaches will terminate in a missed approach. Radio and radar blind spots exist in the AUX-1 pattern.

5.9.3. Aircraft requesting practice approaches may be required to hold at LENNI for pattern saturation. As traffic permits, aircraft will be cleared for the JAY-HI TACAN RWY 11 Approach.

5.9.4. Entry to the AUX-1 pattern is normally via LENNI on the JAY-HI TACAN approach. Pilots entering the AUX-1 radar pattern by ways other than the JAY-HI TACAN Approach shall contact Luke Approach on **CH 5** with the ATIS and state intentions. Pilots will maintain VFR at or above 6,500' MSL until in radio and radar contact with the RAPCON.

5.9.5. Lost Communication. Aircraft experiencing lost communications shall maintain VFR and proceed visually to AUX-1. While enroute to AUX-1, reattempt radio contact on the last assigned frequency.

5.9.6. Pilots shall:

5.9.6.1. Maintain VFR and ensure their own terrain and obstruction clearance at all times while executing AUX-1 procedures. **Note:** 1) Terrain and obstruction alerts cannot be issued by ATC. 2) Aircraft will be operating VFR below established MVAs while in the AUX-1 pattern.

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

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

5.9.7. JAY-HI TACAN RWY 11 Approach.

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

5.9.7.2. Pilots shall contact Luke Approach on **CH 5** with the ATIS and state intentions. Include any turns in holding requested at LENNI and intentions following the missed approach.

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

5.9.7.4. RAPCON will state "MAINTAIN VFR, NO SEPARATION SERVICES PROVIDED" in conjunction with issuing approach clearance.

5.9.7.5. Pilots will not descend below 4,000’ MSL on the JAY-HI TACAN approach due to conflicts with ILS traffic at 3,000’ MSL. ILS traffic will be climbed to 4,000’ once the JAY-HI traffic climbs to 5,000’ MSL.

5.9.8. ILS RWY 11 Approach.

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

5.9.8.2. When the approach clearance is issued for an ILS approach, RAPCON will state, "MAINTAIN VFR, NO SEPARATION SERVICES PROVIDED".

5.10. VFR Traffic Patterns and Procedures.

5.10.1. **(Attachment 10 and Attachment 11)** Weather minimums for VFR patterns are 500’ ceiling above pattern altitude unless otherwise stated. VFR pattern procedures listed below cannot accommodate every situation and are not intended to restrict the use of good judgement to avoid conflicts or jeopardize flight safety. Pilots may request, and controllers may approve, non- published entries/procedures in the pattern if weather, pattern congestion, and controller workload allows.

5.10.2. Overhead. Pattern altitude 2,600’ MSL. All breaks will normally be to the west. If a flight recovers to the initial pattern, clearance for lead to land is clearance for flight to land. If subsequent flight members are conducting the same type of landing as the flight lead, Tower will respond to base/gear calls with "Roger." Chase aircraft need not report base or request landing clearance for low approach. In all cases, acknowledgment of landing clearance with call sign and runway is required. Example: *“WIZARD1, 21L.”*

5.10.2.1. Standard Entry. Intercept the extended runway centerline at 10 DME, for Runway 03, or follow the wash for Runway 21, and proceed inbound to the outside runway. Traffic permitting, RAPCON will transfer communications to Tower prior to 10 DME. Pilots must cross 10 DME at 3,600’ MSL and report with call sign for the overhead. Cross 5 DME at 3,100’ MSL and report “Initial” with intentions; state intentions of flight members if not same as flight lead. Cross 3 DME at 2,600’ MSL.

5.10.2.2. Short Entry. Pilots will request short entry with RAPCON. Once approved by Tower, RAPCON will transfer communications to Tower no later than 5 miles prior to Church/AUX-3. Pilots will report Church/AUX-3 at 3,600’ MSL. Proceed to and report short initial at 3 DME at 2,600’ MSL and state intentions; state intentions of flight members if not same as flight lead.

5.10.3. VFR Straight-in Approaches. Intercept extended runway centerline from Power Plant (or follow the wash, Runway 21) at 10 DME (straight-ins from the west to Runway 03 will cross over or south of AUX-6) and proceed inbound to Runway 03R/21L unless otherwise directed by ATC. RAPCON will normally transfer communications to Tower prior to 10 DME. Cross 10 DME at 3,100' MSL and report with call sign for the straight-in. Cross 5 DME at 2,600' MSL and state intentions; chase aircraft need not state low approach intentions or request landing clearance for low approach. If the formation is non-standard or in trail, each pilot will acknowledge receipt of a landing clearance with call sign and runway: "Call sign, (Runway) left/right."

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

5.10.5. Short Re-entry. Pilots will advise Tower of intentions to re-enter. Fly runway heading and maintain at or below 2,100' until 2 DME. Proceed as depicted in **Attachment 10** and **Attachment 11** and report Church/AUX-3 at 2,600' MSL. Proceed to and report short initial at 3 DME at 2,600' MSL.

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

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

5.10.8. Breakout from VFR Traffic Pattern and Go Around. (Refer to **Attachment 12** for SFO/PFO breakout procedures). Tower will direct "GO AROUND," IAW FAA JO 7110.65, and provide the pilot additional instructions for re-sequencing into the pattern.

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

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

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

5.10.9. Overhead SFO and PFO Approaches (SFO/PFO separation IAW FAR 91.131) (Attachment 12).

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

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

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

5.10.9.4. SFO/PFO patterns/procedures are depicted in **Attachment 12**.

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

5.10.9.4.2. Low Key - abeam the point of rollout on final, F-16: 4,000' MSL to 6,000' MSL/ F- 35: 5,500' MSL to 8,000' MSL.

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

5.10.9.5. High Key Entry.

5.10.9.5.1. All turnouts will be to the west. Turnout for High Key will not be accomplished prior to the departure end. When Tower instructs the aircraft requesting High Key "*REPORT HIGH KEY*," pilots may climb above 4,000' MSL and enter Class B airspace within 4 DME. Conflicts can occur during the westerly turnouts between aircraft departing High Key and aircraft climbing to High Key.

5.10.9.5.1.1. If Tower has advised that other traffic is ahead in the SFO/PFO pattern (i.e., traffic is near high key or descending out of high key), pilots will delay the turnout until 2 DME and report traffic in sight. Low approach and touch and go traffic will maintain at or below 2,100' until 2 DME. If the traffic is still not in sight by 2 DME, pilots will turn to intercept the LUF 4 DME arc and begin the climb to high key. Pilots will maintain the 4 DME arc until the traffic is in sight and reported to Tower, at which point they will maintain visual separation. It is the primary responsibility of the climbing aircraft to see and avoid by flying this wider pattern.

5.10.9.5.2. Overhead Direct. Pilots will request High Key and state intentions to carry straight through initial for a westerly turnout to High Key then continue with procedures in **paragraph 5.10.9.5.1**.

5.10.9.5.3. AUX-1 to High Key. Pilots will make requests with RAPCON to climb out from AUX-1 to High Key. RAPCON will relay the request to Tower and inform pilots of Tower's approval or disapproval. If approved, RAPCON will instruct pilots to "PROCEED TO HIGH KEY." Normal entry will be via AUX-3 for Runway 21 and direct High Key for Runway 03, complying with all altitude restrictions published in Attachments **10** and **11**. **Note**: To avoid Phoenix airspace, DO NOT proceed south of Church for Runway 03. Tower may also approve direct High Key off AUX-1 for Runway 21. Once approved, RAPCON will instruct pilots to "*PROCEED DIRECT HIGH KEY*."

5.10.9.5.4. TANKZ. Pilots will request High Key with RAPCON, specifying their desired altitude. RAPCON will instruct pilots to "*PROCEED TO HIGH KEY*." Normal entry will be via AUX-3 for Runway 21 and direct High Key for Runway 03. In order to avoid Phoenix Class B airspace, do not proceed south of Church (**Attachment 3**) when arriving Runway 03. Tower may also approve direct High Key for Runway 21. Once approved, RAPCON will instruct pilots to "*PROCEED DIRECT HIGH KEY*."

5.10.9.5.5. South Entry. Runway 03, entry from the south will be straight through Initial or as directed by Tower. Traffic permitting, climb to High Key may be approved within 4 DME. Runway 21, RAPCON may coordinate with Tower for a climb to High Key passing Church. Expect climb with Tower.

5.10.9.5.6. If more than one aircraft is required to hold at High Key, pilots will orbit west of the runway in the direction of traffic and advise Tower of holding altitude.

5.10.9.5.6.1. North Entry. Entry from the North will be to fly the ground track straight through Initial for Runway 21 or as directed by Tower. Traffic permitting, climbs to High Key may be approved within 4 DME.

5.10.9.6. Low Key Entry.

5.10.9.6.1. Low Key procedures are identical to standard SFO/PFO procedures except holding is not authorized at Low Key. Aircraft shall breakout to the short entry point or as directed by Tower if Low Key cannot be approved. Breakout procedures will be directed by the Tower.

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

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

5.10.9.6.4. Low Approach Entry. Following a low approach, clearance to low key authorizes pilots to fly the SFO/PFO ground track to low key altitudes.

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

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

5.10.9.6.7. VFR reentry pattern must be open during low key operations to include breakout altitudes.

5.11. Potential Pattern Conflicts.

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

5.11.1.1. Deer Valley arrivals/departures crossing east and west bound approximately 10 miles north of Luke. Civilian traffic maneuvers between Deer Valley Airport and the Luke AUX-1 field at various altitudes.

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

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

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

5.11.1.5. Glider operations south of the Estrella Mountains.

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

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

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

5.11.2.1. Overhead/straight-in aircraft between 4-6 miles with short initial traffic entering from Church/AUX-3.

5.11.2.1.1. 3-mile initial traffic with aircraft at Base Key. This conflict can be prevented by: 5.11.2.1.1.1. Traffic call issued to aircraft departing High Key & overhead traffic inside 10 miles.

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

5.11.3. SFO/PFO Pattern Conflicts:

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

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

5.11.3.3. Base Key with aircraft at 3-mile initial. Conflicts may occur when aircraft at Initial do not have SFO/PFO aircraft in sight. See **paragraph 5.11.2.2** for conflict prevention. See **Attachment 12** for SFO/PFO breakout procedures.

5.11.3.4. Runway 03 operations:

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

5.11.3.4.2. From the hours between sunrise to sunset (SFO/PFO airspace active), aircraft on the BUSCO 9 should expect to depart via radar vectors to remain outside of the SFO/PFO pattern.

5.11.3.4.3. NORDY 1 Departures.

5.11.3.5. Aircraft requesting High Key from overhead direct, low approach, or touch and go present a conflict with aircraft departing High Key and must apply the procedures in **Attachment 12** until visual with the traffic departing High Key.

5.12. Night VFR Patterns (Attachments 13 and 14).

5.12.1. Pilots will enter via instrument/IFR approach (ILS, TACAN or Visual approach), then request closed traffic with Tower, and report base. Aircraft must remain on Tower frequency throughout the pattern unless otherwise directed by ATC. Precision Approach Path Indicator (PAPI) lights are required for the patterns.

5.13. Reduced Same Runway Separation (RSRS).

5.13.1. RSRS is authorized for AETC-assigned aircraft. The OG/CC may enter into a Letter of Agreement with non-AETC units and organizations (including contractor operations) to utilize AETC RSRS, and RSRS will be applied IAW FAA JO 7110.65 and AFMAN 13-204V3. Separation standards are outlined in **Table 5.1**.

Table 5.1. RSRS for Similar Type Airframe.

	FULL STOP	LOW APPROACH	TOUCH & GO
FULL STOP BEHIND	3,000’	3,000’	3,000’
LOW APPROACH BEHIND	3,000’	3,000’	6,000’
TOUCH & GO BEHIND	6,000’	3,000’	3,000’
NIGHT OR WET RUNWAY OPS	6,000’	6,000’	6,000’
FORMATION LANDINGS	6,000’	6,000’	6,000’
Note: 1,000 feet will be added for night operations on runway 21L.			

5.13.2. It is the pilot’s responsibility to accept or reject RSRS. Pilots must inform ATC as soon as possible if RSRS cannot be accepted so that traffic sequencing may be adjusted as necessary. Aircraft will not overfly aircraft on the runway. ATC will ensure the applicable RSRS exists prior to the trailing aircraft crossing the landing threshold and will issue go-around instructions, as applicable. Pilots are responsible for adjusting their flight path/airspeed to ensure the applicable RSRS exists when they reach the landing threshold. Controllers must provide appropriate traffic advisories to landing aircraft.

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

5.13.4. DRMs as depicted for RWY 21L are incorrect and the entire runway is off by 87 feet. RWY 21L Taxiway Foxtrot signs located on the north side of Taxiway Foxtrot (3,281') and the airfield lighting switch (6,280') located between the runways near the RWY 21L 4,000' remaining board have been identified as suitable daytime landmarks (**Attachment 21**) for ATC personnel and unit users. During night operations, distances will be determined using the appropriate lighted distance markers (i.e., minimum 4,000'/7,000' DRMs).

5.14. Dissimilar Formation Flights.

5.14.1. The 56 FW and TDY aircrew assigned to Luke AFB are authorized to fly in dissimilar formations during departure and recovery. Dissimilar aircraft may fly close formation provided it is briefed, emphasizing proper position, responsibilities, airspeeds, signals and aircraft-unique requirements. Flight members (similar or dissimilar) will ensure safe runway separation is maintained. This does not preclude ATC from taking action in the event of an unsafe condition.

5.15. Intersection Departures.

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

5.15.1.1. Runway 03R at Taxiway Hotel: 8,740' available.

5.15.1.2. Runway 21L at Taxiway Echo: 7,860' available.

5.15.1.3. Runway 21L at Taxiway Foxtrot: 6,410' available.

5.15.1.4. Runway 03L at Taxiway Juliet: 7,100' available.

5.15.1.5. Runway 21R at Taxiway Foxtrot: 9,230' available.

5.16. Single Runway Operations.

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

5.16.2. Departing aircraft will minimize time on the runway. Use a maximum of 20 seconds spacing, unless temperature or weapons load dictate otherwise. Static and formation takeoffs will be limited to those required by syllabus.

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

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

5.16.5. Pilots should expect to make one overhead to a full stop, if training or currency is not a factor, and shall utilize Gila Bend AFAF, AUX-1, or other off-station bases for multiple VFR/radar patterns, when available.

5.16.6. Luke AFB is designated as Official Business Only (OBO) for transient aircraft supporting Luke AFB missions during extended single runway periods. The 56 OG/CC is the

approval authority for OBO restrictions that do not exceed six months IAW AFMAN 13-204V2.

5.17. Opposite Direction Operations.

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

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

5.17.3. Arrival vs. Departure. No closer than 10 miles on final (to include overhead and VFR straight-in) until the departure (last element) is airborne and established on a course which will ensure applicable IFR, IFR/VFR, or VFR separation IAW FAAO 7110.65.

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

5.18. Helicopter Operations.

5.18.1. Helicopters will normally land/depart Runway 03R/21L. Helicopters will normally air- taxi to the end of the runway and exit on Taxilane Bravo to parking.

5.18.2. All helicopter landings/departures not conducted on the runway will be IAW FAAO JO 7110.65. AMOPS will be notified prior to operations occurring.

5.18.3. Helicopters must not overfly taxiing aircraft, and must remain at least 100’ AGL while overflying dirt/grassy areas, and runway thresholds to prevent damage to the TBS.

5.18.4. A FOD check will be completed following all helicopter movements (a FOD check is not required between successive helicopter/heavy operations, but must be checked prior to fighter aircraft operations).

5.19. Wind Information.

5.19.1. Tower will issue wind information to all arriving and departing aircraft IAW FAA JO 7110.65. The 56 OG/CC waives issuance of variable winds to wing assigned aircraft IAW AFI 13-204V3_AETCSUP_AETCGM2020-01 paragraph 7.10.2.2.

Chapter 6

EMERGENCY PROCEDURES

6.1. Primary Crash Alarm System (PCAS) Operation.

6.1.1. Tower operates the PCAS. Airfield Management, Fire Emergency Services, and flight surgeon have two-way telephone capability. Command Post has receive-only capability. Tower will test the PCAS at approximately 0800L daily.

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

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

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

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

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

6.2. Secondary Crash Net (SCN) Operation.

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

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

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

6.3. Controlled Bailout Areas.

6.3.1. White Tanks Area. 16 DME west of Luke AFB outbound on the LUF R-275 at 10,000' MSL (Attachment 15).

6.3.2. Southern Range Area. 4 NM southeast of Gila Bend AFAF, outbound on the GBN R-150, at 10,000' MSL. Eject after passing abeam the southern boundary of Gila Bend AFAF.

6.4. Fuel Burn Down Area.

6.4.1. The fuel burn down area is located off the LUF R-272 from 22 to 32 DME, left turns at 9,000' to 10,000' MSL. Hold north and contact Luke Approach (**CH 5**). If unable to maintain VMC, coordinate with Luke Approach (**Attachment 15**). F-35 aircraft have the ability to dump fuel and may request to do so in the fuel burn down area.

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

6.5. External Stores Jettison Area/Procedures.

6.5.1. Pilots shall advise Snakeye of their intent to jettison stores. Jettison of live/inert stores will be accomplished within the range complex IAW Luke AFB Instruction 13-212, *Range Planning and Operations.*

6.5.2. The alternate controlled jettison area is the GBN R-150/12 outbound (NW corner of ETAC Range). Pilots must contact Range Operations Coordination Center/Snakeye prior to entering restricted airspace and ETAC/R3 (**CH 14**/311.3) to ensure it is clear (**Attachment 15**).

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

6.6. In-Flight and Ground Emergency Procedures.

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

6.6.2. At a minimum, the following information will be provided to controllers: Call sign, type aircraft, nature of emergency, and pilot intentions.

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

6.6.4. When Luke is single runway and SOF directs, Luke Tower will advise Gila Bend Tower of the suspected duration and request they transmit the information on Guard.

6.6.5. Emergency aircraft will normally land on Runway 03R/21L to expedite emergency vehicle response. To the maximum extent possible, landing emergency aircraft will park as follows to ensure unimpeded traffic flow:

6.6.5.1. After landing Runway 03R/21L, all emergency aircraft will park in the farthest spot from the runway in the Taxiway Juliet hammerhead/Bravo overflow area, unless otherwise instructed by Tower or Incident Commander.

6.6.5.2. After landing Runway 03L/21R, all emergency aircraft will park in the farthest spot from the runway in the Taxiway Alpha/Charlie hammerheads, unless otherwise instructed by Tower or Incident Commander.

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

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

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

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

6.7. Crash Grid Map.

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

6.8. Emergency Single Frequency Approach (SFA).

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

6.9. No-Radio (NORDO) and Lost Communications Procedures.

6.9.1. NORDO aircraft/aircraft experiencing lost communications will comply with DoD Flight Information Handbook procedures.

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

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

6.9.4. IMC Procedures. NORDO/lost communications aircraft will comply with NORDO/lost communications procedures published below if on a stereo procedure or FLIPS if on DD Form 1801. The IFG has additional information on procedures for NORDO on departure.

6.9.4.1. VALLY RECOVERY: After being cleared for the VALLY or a fix on the VALLY proceed with last assigned route and altitude. If still IMC at GBN 351/13 (RWY 03) or LUF 209/21 (RWY 21), maintain 6,000' MSL, continue on with VALLY routing and the following:

-RWY 03: VALLY Recovery at 6,000' MSL to intercept the LUF R-210 and proceed via the remainder of the HI-TACAN RWY 03R Approach.
-RWY 21: VALLY Recovery at 7,000' MSL to intercept 12 DME ARC and proceed via the HI-TACAN RWY 21L Approach.

6.9.4.2. TANKZ RECOVERY: If IMC at 6,000', intercept:

-RWY 03: 16 DME ARC for TACAN/ILS RWY 03R.
-RWY 21: 12 DME ARC and intercept TACAN RWY21L.

6.9.4.3. LENNI 3 ARRIVAL: Proceed to LENNI as depicted at last assigned altitude. Complete one turn in holding at LENNI, then descend to cross LENNI inbound at 12,000' MSL and execute the HI-TACAN Approach to RWY 03R/21L at Luke.

6.9.4.4. AZTEC RECOVERY: Proceed direct BZA090/28. Exit R2301W at FL230 direct MOHAK, then via the GBN247 radial to GBN, direct LENNI. Complete one turn in holding at LENNI, then descend to cross LENNI at 12,000 MSL and execute the HI-TACAN Approach to LUF.

6.9.4.5. INDIA RECOVERY: Proceed direct the GBN 267/55. Exit R2308 at FL230 via the GBN 267 radial to GBN, direct LENNI. Complete one turn in holding at LENNI, then descend to cross LENNI at 12,000 MSL and execute the HI-TACAN Approach to LUF.

6.9.4.6. RADAR PATTERN/VECTORS: Comply with published climb out instructions, maintain heading, climb to 6,000' and intercept:

-RWY 03: 16 DME ARC for TACAN/ILS RWY 03R
-RWY 21: 12 DME ARC and intercept TACAN RWY 21L.

6.10. Hung or Unexpended Ordnance Recovery Procedures.

6.10.1. Pilots will advise RAPCON on initial contact if they have known or suspected hung secure inert heavy weight ordnance, hung BDU-33, or unexpended live or unexpended inert heavy weight ordnance and will recover via a straight-in approach, avoiding populated areas. Tower will notify Command Post of aircraft returning with hung ordnance.

6.10.2. Aircraft with known or suspected hung live or unsecured inert heavy weight ordnance will land at Gila Bend AFAF. If Gila Bend AFAF is unavailable for landing, SOF will direct a divert location.

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

6.10.3.1. Aircraft with unexpended live ordnance will use Runway 03L for landing primarily. If the tail wind component to Runway 03 exceeds 10 knots, aircraft will land on Runway 21R.

6.10.4. **(F-16 only)** Hung (Jammed) or Runaway Gun.

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

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

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

6.10.5. **(F-35 only)** Malfunctioning Gun (hung/jammed/runaway). See **Attachment 20** for visual depictions.

6.10.5.1. Pilots returning to base with any gun malfunction will declare an emergency, fly the hung ordnance pattern to the preferred runway and taxi to the primary hung gun area Pilots will shut down facing the berm in the southern-most spot in SOUTH ARM/DEARM. If the field status is Dual RWY 21, the preferred runway is 21L and pilots should exit at Juliet, cross Charlie, and enter SOUTH ARM/DEARM (opposite normal flow). If landing RWY 21R is required, pilots should exit at Juliet if able to stop, and cross at Juliet without delay, otherwise exit at the end and taxi via Charlie. If the field status is Dual RWY 03, the preferred runway is 03L. If landing RWY 03L or 03R, pilots should coordinate to back-taxi on the runway to Juliet (making turns to the west and away from other aircraft to the max extent) and follow RWY 21 procedures detailed above.

6.10.5.2. Single Runway 03 operations. If the field status is Single RWY 03L, pilots may coordinate with SOF/Tower to hold in 03L Alt Hung Gun area, western most spot heading 210 (non-standard) to allow additional aircraft to recover and taxi behind hung gun aircraft or takeoff to clear the south EOR. Once aircraft are clear, coordinate with SOF and Tower, continue taxiing using procedures above when cleared by tower, and do not shut down in Alternate Hung Gun areas unless the situation dictates shutdown ASAP (such as another compounding EP). If the field status is Single RWY 03R, pilots should not exit the runway and should back-taxi to Juliet without delay (making turns to the west and away from other aircraft to the max extent).

6.10.6. Suspected Hung or Unsecured Flares.

6.10.6.1. Airborne pilots who suspect their aircraft has hung or unsecured flares will notify ATC as soon as possible. Pilots will declare an emergency when recovering with hung or suspected hung flares.

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

6.10.7. Hung Rockets.

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

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

6.10.8. Gila Bend AFAF (GXF) Hung Ordnance Procedures will be IAW Luke AFB Instruction 13- 212, Range Planning and Operations. The following procedures apply when GXF is closed:

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

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

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

6.11. Early Returns. For non-emergency early returns, pilots will notify SOF.

6.12. Hot Brakes.

6.12.1. If pilots suspect hot brakes, they will taxi to the nearest hot brake area and park in the furthermost parking spot from the runway. The pilots will immediately advise Tower or Ground Control and provide aircraft position and tail number. A ground emergency will be declared.

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

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

6.13.2. Tower will:

6.13.2.1. Activate the PCAS.

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

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

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

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

6.14. Emergency Locator Transmitter (ELT) Procedures.

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

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

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

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

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

6.14.6. Command Post will: When advised of an ELT signal by Airfield Management, Tower, or RAPCON, notify appropriate base personnel to attempt to determine if the signal is emitting from the base survival equipment shop or a parked aircraft.

6.15. Explosive Detection K-9 Teams.

6.15.1. If an ATC facility receives a request from a civilian aircraft for the location of the nearest Explosive Detection K-9 team, controllers shall refer to FAA JO 7110.65.

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

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

6.16. Hijack/Theft Response and Unauthorized Landings.

6.16.1. ATC and Airfield Management will follow procedures outlined in 56 FW OPLAN 502, Stop Alert and 56 FW OPLAN 31, Integrated Defense Plan. Utilize DD Form 2402, Civil Aircraft Hold Harmless Agreement, for all unauthorized civil aircraft landings. If the landing aircraft is civilian, 56 SFS personnel are required to sweep the aircraft for explosives and vet

all personnel on board. Recommended parking is the NW corner of taxiway Alpha. Alternate parking locations are taxiway Alpha hammerhead, Charlie hammerhead, and taxiway Juliet hammerhead. Other parking locations will be pre-coordinated with Airfield Management and 56 SFS.

Chapter 7

SPECIAL OPERATIONS

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

7.1.1. The routine application of MARSA at Luke AFB is covered in the LOA between the 56 FW and Albuquerque ARTCC which states The 56 FW/CC assumes responsibility for separation of participating aircraft operating within SUAs, ATCAAs, and air refueling anchors. These are the only areas/operations where MARSA routinely applies for 56 FW aircraft.

7.1.2. If there is a need for any other application of MARSA (as listed in the example operations in **paragraph 7.3**) by 56 FW aircraft, appropriate commanders must begin coordination with the AOF/CC and ATC Chief Controllers as soon as possible to ensure proper coordination with all concerned ATC agencies. Prior to execution, flight leads must plan and brief/coordinate with all flights involved in the operation.

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

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

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

7.2. Noise Abatement Procedures.

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

7.3. Mass Launch and Large Force Exercise Departure Procedures.

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

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

7.3.3. The Airfield Operations Flight must be notified no later than two weeks prior to planned missions. Airfield Operations will disseminate information to the Chief Controllers.

7.3.4. Contact the Tower Watch Supervisor the day prior to planned missions and provide the following information: mass brief time, call sign, number in flight, departure time, type departure, and request for nonstandard spacing (if appropriate).

7.3.5. Every effort will be made to have Tower and RAPCON represented at the mass brief.

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

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

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

7.3.6.3. When a tanker aircraft is included in the flight, the tanker will hold in position on the runway until the fighters advise Tower to clear the tanker (e.g., Church, AUX-3, etc).

7.4. Deployment Departures.

7.4.1. When a tanker is part of a deployment departure with fighters, separate flight plans should be filed for the fighters and tanker; coordination must take place with ATC to depart together and to make known requested pattern timing for the tanker to begin departure roll with the fighters airborne. The tanker will hold in position on the runway until the fighters are joined up and ready for the tanker to be cleared for takeoff.

7.5. Functional Check Flights (FCF).

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

7.6. Tactical Initial and Tactical Departures .

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

7.7. Drag Chute Operations.

7.7.1. Scheduled drag chute deployments will normally be conducted on Runway 03R/21L. Drag chutes dropped on the runway will cause suspended runway operations. A FOD check will be required to resume operations after all drag chute deployments.

7.7.2. Pilots will:

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

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

7.7.2.3. Advise Tower on initial contact which element will do the drag chute landing and on which approach the aircraft will full stop. Include the phrase "drag chute" when calling base for landing clearance. This phrase will only be used on the approach the aircraft intends to deploy the chute.

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

7.7.3. Tower will approve drag chute deployments to the maximum extent possible. For transient aircraft, call Crash Recovery (Transient Alert) and request a truck be sent to retrieve

the deployed chute. For 21 FS assigned aircraft, call Airfield Management if the 21 AMU is not already waiting to retrieve the chute.

7.7.4. Crash Recovery or 21 AMU will:

7.7.4.1. Dispatch a truck to retrieve the chute.

7.7.4.2. Retrieve the chute, requesting permission onto/across the runway as required.

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

7.7.5. In the event of an unscheduled drag chute deployment, pilots must advise Tower as soon as possible. Tower may request pilots “hold the chute.” In this event, pilots are expected to carry the chute off the active runway and drop on the taxiway.

7.8. Flight Check Operations.

7.8.1. Flight Check operations have priority over local flying operations. Pilots can expect possible departure and arrival delays during flight check. AMOPS will file a NOTAM in reference to the Flight Check, and Tower will broadcast "*Flight Check in Progress*" on the ATIS.

7.9. Airfield Operations Flight Support for Exercises.

7.9.1. 56 FW/IGI will notify 56 OSS/OSA, Airfield Operations Flight Commander and 56 OSS/OSAA, Airfield Manager at least 48 hours prior to exercises that will involve ATC facilities or the airfield. Minimum information will include: Time of exercise, sequence of planned events, and affected facilities and/or area of the airfield. Notify of changes at least 1 hour prior to the start of the exercise. Tower, RAPCON, and Airfield Management will not evacuate for exercises.

7.10. Barrier Certification Procedures.

7.10.1. BAK-12B barriers require an annual certification, which is scheduled by Barrier Maintenance. All scheduled barrier certifications will normally be conducted Monday through Friday after the last sortie of the day. All scheduled certifications will take place during daylight hours.

7.10.2. Barrier Maintenance will:

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

7.10.2.2. Notify Luke Airfield Management 30 days prior to the due date to start coordination procedures and coordinate with Airfield Management on any unscheduled certification that is required due to barrier or major component change out.

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

7.10.2.4. Certify systems back into service after an aircraft arrestment. Once system has been inspected and deemed serviceable, Barrier Maintenance will then certify system back

into service and inform Airfield Management of system status. Only Barrier Maintenance can certify arresting systems.

7.10.3. Airfield Management will:

7.10.3.1. Schedule aircraft through Current Operations upon notification of proposed certification date from Barrier Maintenance.

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

7.10.3.3. Request RAPCON provide a 30-mile call for inbound barrier certification aircraft.

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

7.10.3.5. Be final authority for GO/NO-GO call based on airfield conditions and confirmation from Barrier Maintenance that the barrier is operational or not operational. Inform Tower when GO/NO-GO for engagement is determined.

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

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

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

7.10.5. Tasked F-16 squadron will:

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

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

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

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

7.10.6. Fire Emergency Services will:

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

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

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

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

7.10.7. Tower will:

7.10.7.1. Suspend runway operations and notify Gila Bend AFAF.

7.10.7.2. Notify Airfield Management when the designated aircraft is entering the staging area.

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

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

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

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

7.10.11. Tasked F-16 pilot will:

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

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

7.10.11.3. Direct any questions to Barrier Maintenance.

7.10.11.4. Provide call sign and tail number to Tower.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

7.11.1. IAW AF 11-418 the SOF is the OG/CC's representative in the tower. While the guidance in this publication serves as the standard for flight operations at Luke AFB, situations may arise where reasonable deviations are necessary to ensure flight safety and efficiency. In these cases, the OG/CC or "Brickholder" serves as the approval representative. If a time-critical situation arises and Brickholder contact is not possible, the SOF will work with the WS to develop a sound, risk-managed plan for execution then debrief with the Brickholder as soon as conditions permit.

7.11.2. The SOF will:

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

7.11.2.2. Coordinate with the Tower Watch Supervisor:

7.11.2.2.1. On proposed runway changes.

7.11.2.2.2. Prior to approving visitor tours access to the Tower.

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

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

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

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

7.11.3. The SOF Program Manager will:

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

7.11.3.2. Provide the Tower with a current list of all qualified SOFs and SOFs in upgrade training authorized access to the Tower monthly. IAW DAFI 31-101, *Integrated Defense (ID)*, the Tower access roster must be signed by the 56 OSS/CC or delegated authority.

7.11.4. The Tower Watch Supervisor will:

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

7.11.4.2. Be responsible for all runway change coordination.

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

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

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

7.11.5. The RAPCON Watch Supervisor will:

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

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

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

7.12. RAPCON RADAR Outage.

7.12.1. Due to congestion in the area and the inability to issue traffic advisories, all approaches to AUX 1 will be prohibited.

7.12.2. The first IFR aircraft in the sequence will be given an ILS or TACAN approach once separation is established. All other aircraft will be routed to LENNI and given the standard holding pattern and then cleared for an instrument approach.

7.12.3. IFR services will be conducted on a one in/one out basis utilizing nonradar routing. The airspace will be given to PHX TRACON and ZAB ARTCC once initial nonradar separation is established and transfer of control has been accomplished for all aircraft.

7.12.4. Aircraft unable to maintain VMC conditions will be assigned nonradar routing to radials or arcs off of the LUF TACAN, GBN VORTAC or BXK VORTAC.

7.12.5. Practice approaches back to the radar pattern are not authorized.

7.12.6. Aircraft departing LUF can expect delays for departure. Aircraft requiring IFR service will remain on the ground until the airspace is handed over to PHX TRACON and ZAB ARTCC. RAPCON will not operate sustained nonradar operations. During the airspace transition all aircraft may request a VFR departure.

Chapter 8

QUALITY ASSURANCE PROGRAMS

8.1. Airfield Operations Board (AOB).

8.1.1. The Luke Airfield Operations Board provides a forum for discussing, updating and tracking various activities in support of the Luke flying mission. This board will convene as directed by AFMAN 13-204V1, *Management of Airfield Operations*.

8.1.2. AOB Membership. The board will be comprised of the following members or designated representatives: 56 FW/CV (Chair), 56 OG/CC, 56 MSG/CC, 56 OSS/CC/OSA/OSAA/OSAE/OSAG/OSAM/OSAT/OSAR/OSAV/OSAX/OSW, 56 CES/CC/CEN/CEO, 56 CS/CC, 56 FW/SEF, 56 OG/OGV, 56 RMO/ARO/ASM (Airspace Manager), 56 FW/CP, and FAA CSA ATREP. OSS/CC will represent all fighter squadron commanders and communicate pertinent information to those commanders.

8.1.3. The following members are encouraged, but not required to attend AOBs: 56 OSS/DO, 56 SFS/S3 (or designated representative), 161 ARW, Phoenix TRACON (P50), Albuquerque Center (ZAB).

8.1.4. AOB Schedule and Agenda. The AOB will normally meet every April, July, October, and January. The AOB chairperson may adjust this schedule or call additional meetings if necessary. The agenda must include topics as prescribed by AFMAN 13-204 V1 **Attachment 3**, as well as other material as deemed appropriate by the 56 WG/CV or designated representative.

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

8.2.1. 56 FW/SEF manages the MACA program and will work closely with 56 OSS/OSA and 56 RMO/ASM on MACA issues.

Chapter 9

AIRFIELD MAINTENANCE

9.1. Sweeper Operations.

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

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

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

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

9.1.3. Area of Operations. The daily sweeping route is based on the priority areas listed in **Attachment 19** in conjunction with real-time operational requirements. Airfield Management will pass changes to the Sweeper. Regardless of the route, airfield sweeping must be comprehensive and include runways, overruns, aprons, shoulders, and airfield driving areas.

9.1.4. Procedures.

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

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

9.1.4.3. Sweeper effectiveness decreases as vehicle speed increases. Therefore, sweeper drivers will sweep at minimum reasonable speed, not to exceed 15 miles per hour (MPH).

Exception: Sweepers may operate at speeds greater than 15 MPH during runway clearing operations (i.e., blown tires, etc.).

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

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

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

9.2. Mower Operations.

9.2.1. 56 CES maintains a third party mower contract for the airfield. Mowing is conducted on an as needed basis as determined by Airfield Management, FW/SE, or by the contractor. As a minimum, grass/turf is maintained 500 feet outside of the aircraft movement area (ACA) where able, IAW AFI 91-202, *The US Air Force Mishap Prevention Program.* Mower drivers will notify Airfield Management and the Tower prior to starting and upon conclusion of airfield mowing. When grass mowers are within 100' of runways and taxiways, an additional sweeper with radio contact to the Tower will be present on the airfield. Mower operations will be broadcast on the ATIS when applicable to flight operations and annotated in the Airfield Management daily events log. Airfield Management will publish a NOTAM IAW AFMAN 13-204V2.

GREGORY KREUDER
Brigadier General, USAF
Commander, 56th Fighter Wing

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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Adopted Form(s)

AF Form 847, *Recommendation for Change of Publication*

DD Form 1801, *DoD International Flight Plan*

Abbreviations and Acronyms

AAS—Aircraft Arresting Systems

AFB—Air Force Base IAW IFG IFR ILS IMC

AFI—Air Force Instruction

AOB—Airfield Operations Board

AOF—Airfield Operations Flight

ATC—Air Traffic Control

ATCAA—Air Traffic Control Assigned Airspace

ATCALS—Air Traffic Control and Landings Systems

ATIS—Automatic Terminal Information Service

BMGR-E—Barry M. Goldwater Range - East

CMA—Controlled Movement Area

DAFI—Department of the Air Force Instruction

DV—Distinguished Visitor

ELT—Emergency Locator Transmitter

EOD—Explosive Ordnance Disposal

EOR—End of Runway

EPU—Emergency Power Unit

FAA—Federal Aviation Administration

FCF—Functional Check Flight

FLIP—Flight Information Publication

FOD—Foreign Object Debris

FWR—Fallen Warrior Recovery

GEU—Glendale Airport

GYR—Goodyear Airport

IAW—In Accordance With

IFG—In-Flight Guide

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

LANTIRN—Low Altitude Navigation and Targeting Infrared for Night

LOA—Letter of Agreement

MACA—Mid Air Collision Avoidance

MARSA—Military Assumes Responsibility for Separation of Aircraft

MOC—Maintenance Operations Center

MOU—Memorandum of Understanding

MSL—Mean Sea Level

NAS—National Airspace System

NAVAID—Navigational Aid

NM—Nautical Mile

NORDO—No Radio

NOTAM—Notice to Airmen

OBO—Official Business Only

PCAS—Primary Crash Alarm System

PCL—Pilot Controller Liaison

PDR—Preferred Departure Route

PIREP—Pilot Information Report

POFZ—Precision Obstacle Free Zone

PPR—Prior Permission Required

RAPCON—Radar Approach Control

RDS—Record Disposition Schedule

RMO—Range Management Office

RSRS—Reduced Same Runway Separation

SATR—Special Air Traffic Rule

SCN—Secondary Crash Net

SFA—Single Frequency Approach

SFO/PFO—Simulated Flame-Out/Precautionary Flame-Out

SID—Standard Instrument Departure

SOF—Supervisor of Flying

TA—Transient Alert

TACAN—Tactical Air Navigation

TER—Triple Ejection Rack

TERPS—Terminal Instrument Procedures

TRACON—Terminal Radar Approach Control

TSS—Tower Simulation System

UAS—Unmanned Aircraft System

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

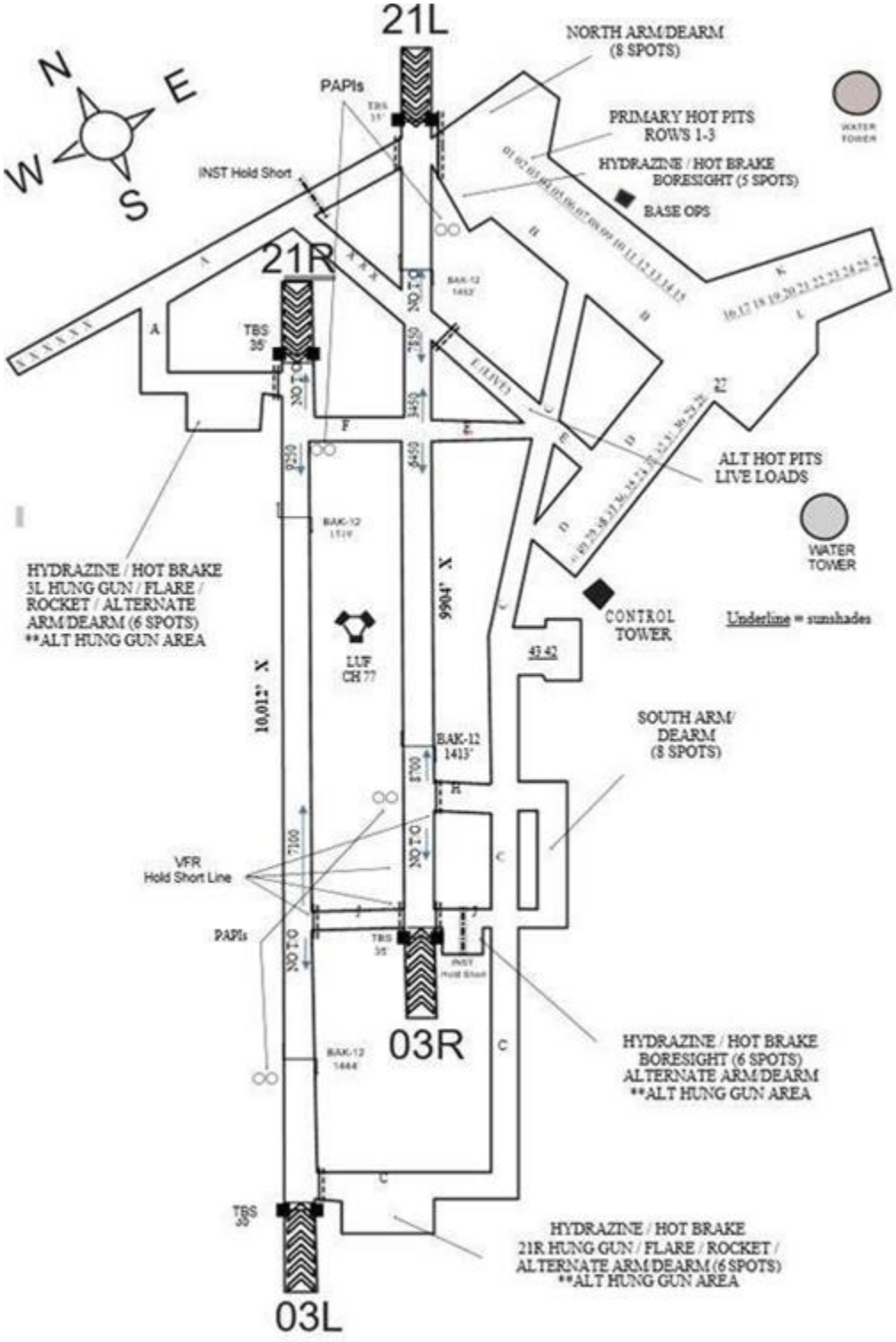
WS—Watch Supervisor

ZAB—Albuquerque Center

Attachment 2

AIRFIELD DIAGRAM

Figure A2.1. Airfield Diagram.



Attachment 3

RAPCON AIRSPACE MAP

Figure A3.1. RAPCON Airspace Map.

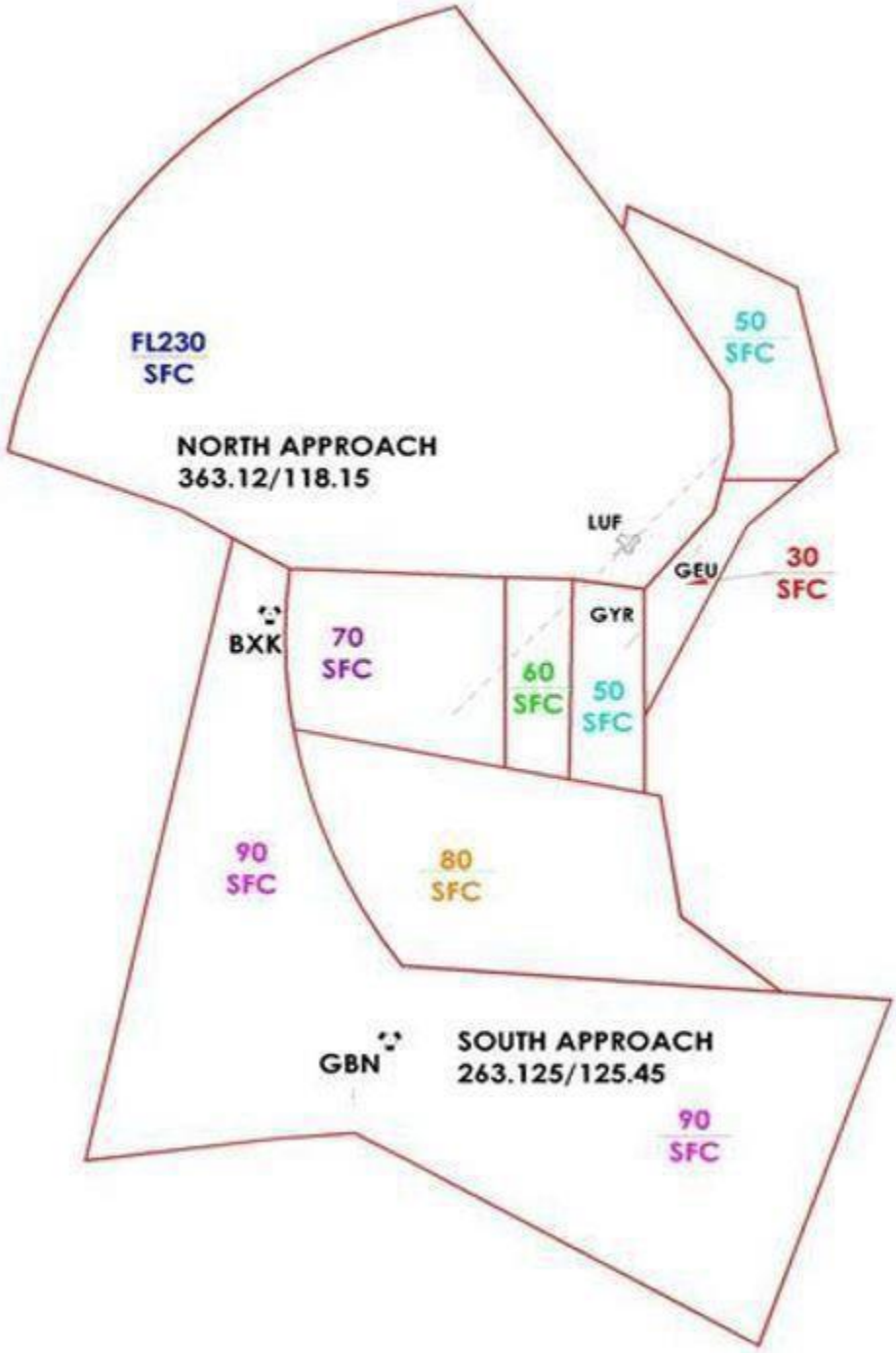
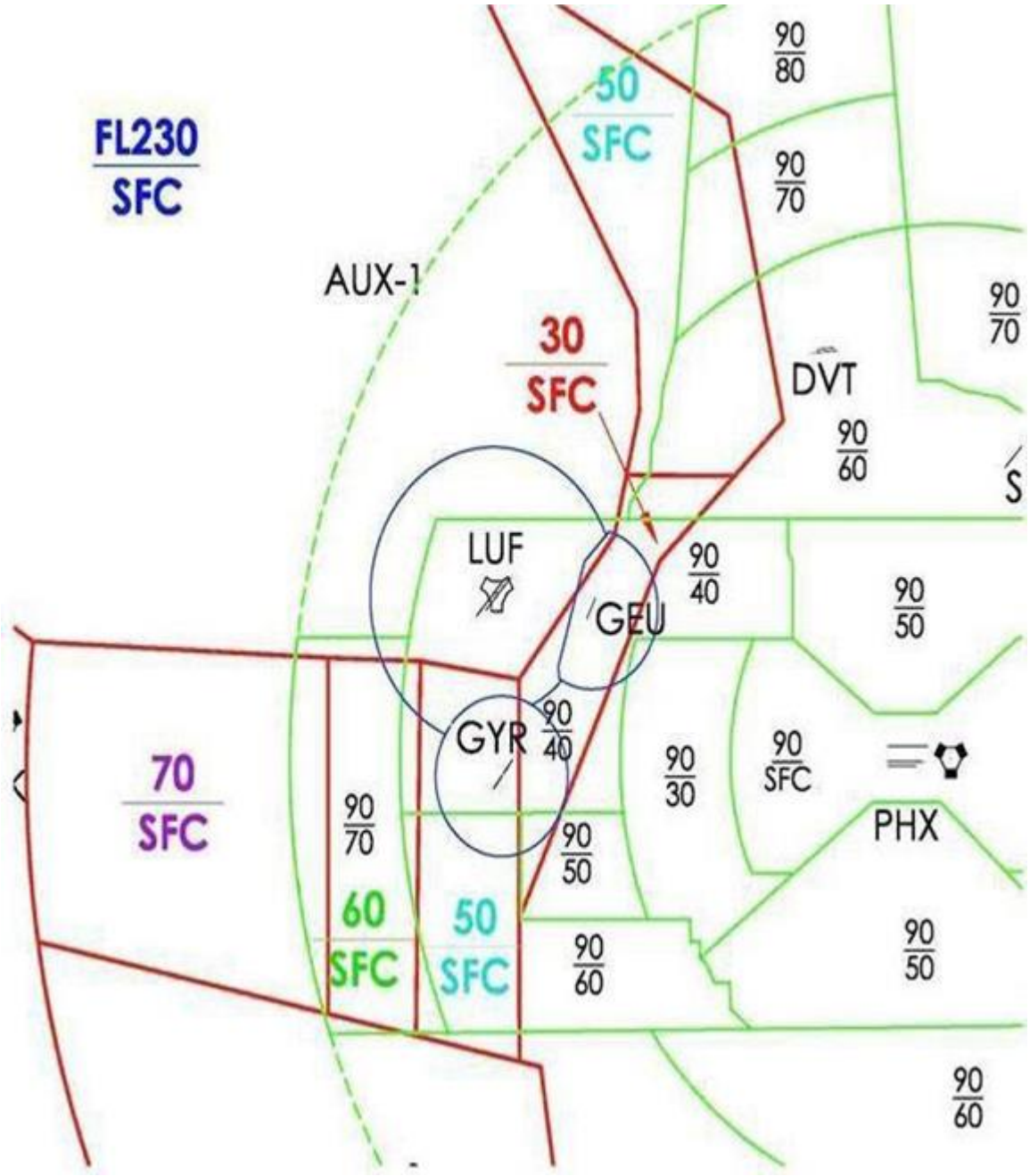


Figure A3.2. RAPCON Airspace Map With Phoenix Class B Overlay.

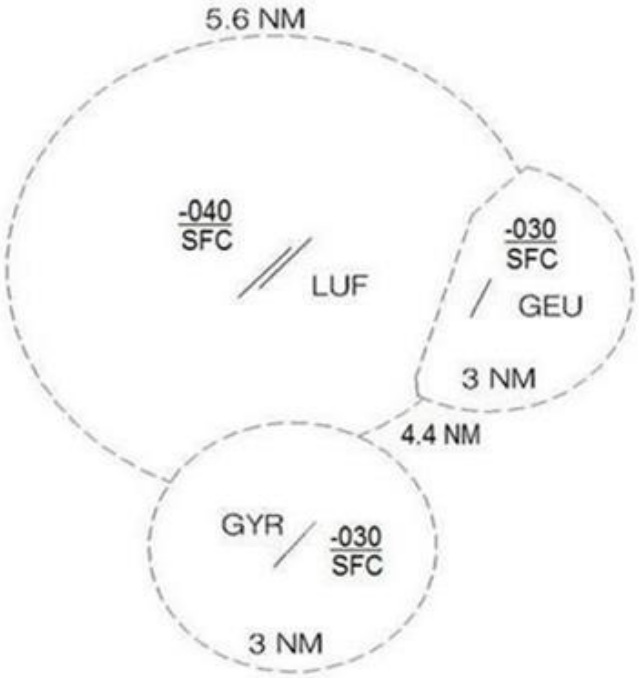


LEGEND:
Red – Luke Approach Class E Airspace
Green – Phoenix Class B Airspace
Blue – Luke, Goodyear, Glendale Class D Airspace

Attachment 4

CLASS D AIRSPACE

Figure A4.1. Class D Airspace.



A4.1. Luke:

A4.1.1. That airspace extending upward from the surface to but not including 4,000 feet MSL and within a 5.6-mile radius of Luke AFB from the LUF TACAN R-170 clockwise to R- 046 and a 4.4 NM radius of the LUF R-046 clockwise to R-170 from the surface up to but not including 4,000’ MSL.

A4.2. Goodyear:

A4.2.1. That airspace extending upward from the surface to but not including 3,000’ MSL within a 3-mile radius of Phoenix-Goodyear municipal airport. Upon opening, Goodyear assumes responsibility for the small wedge portion of Luke Class D airspace encompassing the Loop 303 Interchange south of Interstate 10 at and below 2,000' MSL.

A4.3. Glendale:

A4.3.1. That airspace extending upward from the surface to but not including 3,000’ MSL within a 3-mile radius of Glendale Municipal Airport, excluding that portion adjacent to Luke AFB Class D airspace. Upon opening, Glendale assumes responsibility for operations south and east of N33 34’ 34.77” / W112 16’ 59.38” to N33 29’ 40.27” / W112 20’ 25.06”, up to but not including 3,000 ft MSL.

Attachment 5

LOCALIZER/GLIDESLOPE/ PRECISION APPROACH OBSTACLE FREE ZONE (POFZ) CRITICAL AREAS

A5.1. Aircraft Instrument Hold Line Procedures.

A5.1.1. When the weather is less than 800' / 2 miles but at or above 200' / 1/2 mile, no aircraft larger than fighter type/size may taxi past the instrument hold line while an aircraft is on an ILS approach between the FAF and the airport.

A5.2. Vehicle Instrument Hold Line Procedures.

A5.2.1. When the weather is less than 200' / 1/2 mile, no vehicles or aircraft are allowed beyond the instrument hold line while an aircraft is on an ILS approach between the FAF and the airport.

A5.3. Unprotected ILS Critical Area.

A5.3.1. When weather reports an 800' ceiling or 2 miles visibility or greater, the advisory, "*ILS CRITICAL AREA NOT PROTECTED*" shall be issued to arriving aircraft that advise they will conduct a "coupled", "CAT III", or "autoland" type approach.

A5.4. Tower Responsibilities.

A5.4.1. Tower shall advise RAPCON whenever ILS critical areas are being protected.

A5.5. POFZ.

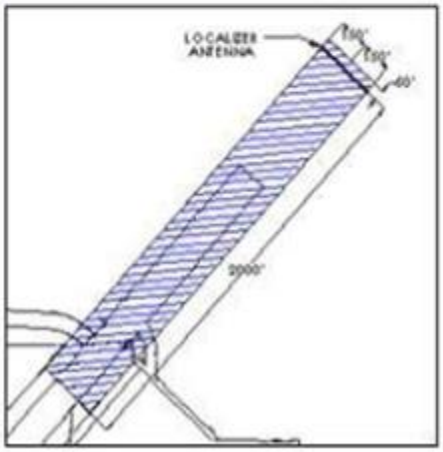
A5.5.1. The Precision Approach Obstacle Free Zone (POFZ) is protected by the hold lines, therefore no additional procedures are required for this critical area.

Figure A5.1. Localizer/Glideslope Critical Areas.

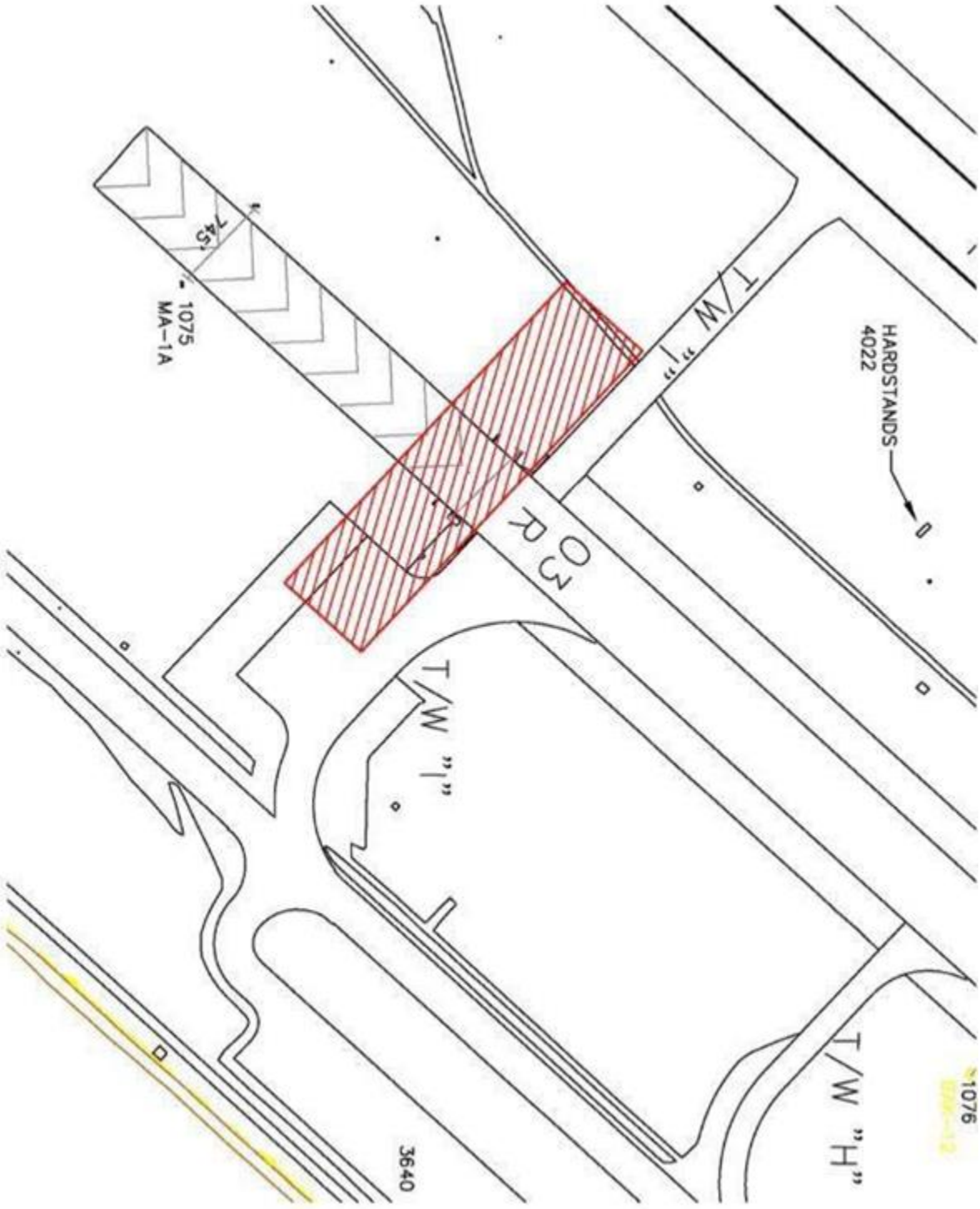
RUNWAY 03R
GLIDESLOPE CRITICAL AREA

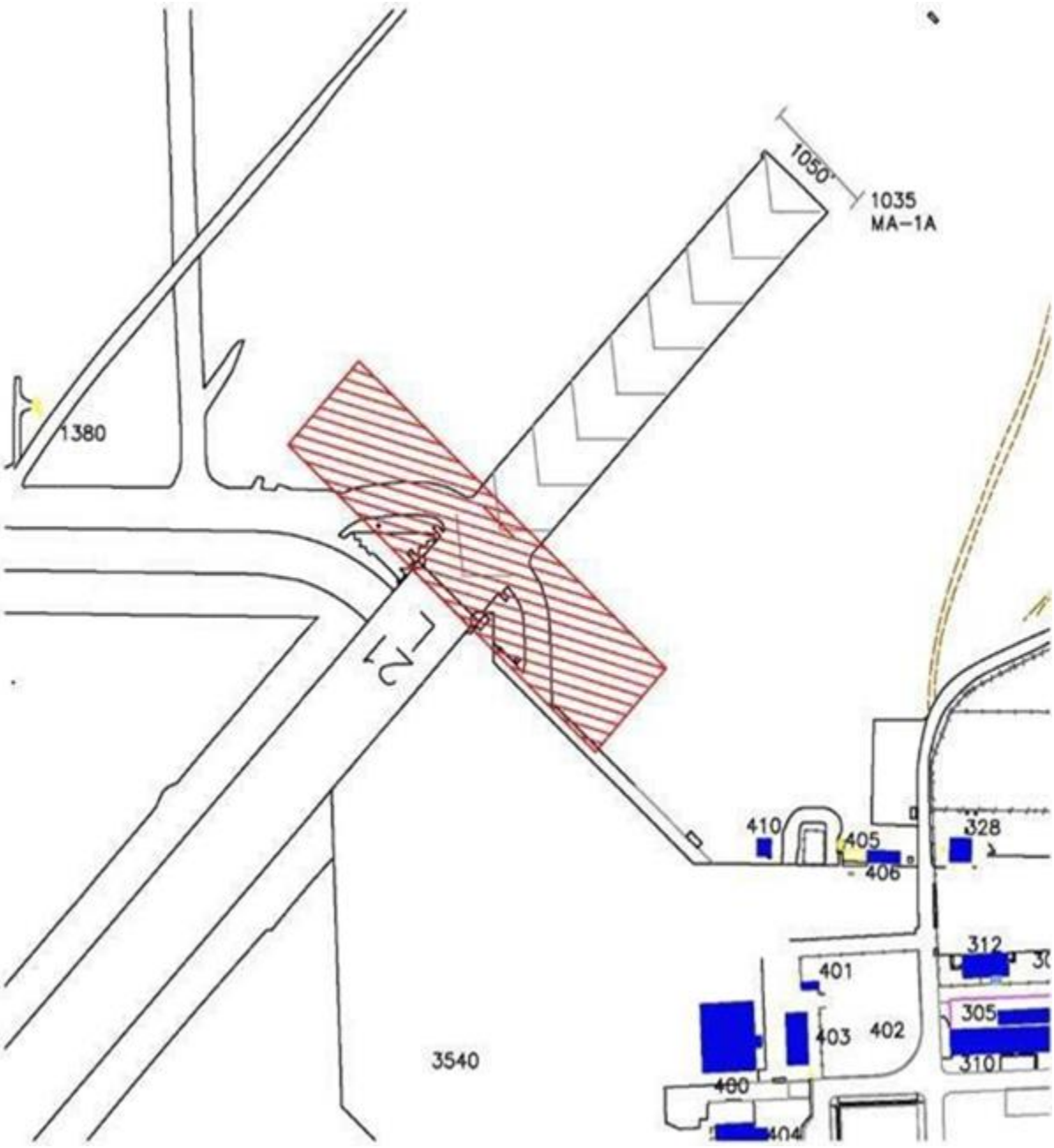
RUNWAY 21L
GLIDESLOPE CRITICAL AREA

RUNWAY 03R
LOCALIZER CRITICAL AREA



RUNWAY 21L
LOCALIZER CRITICAL AREA


745
1075
MA-1A
T/W "I"
HARDSTANDS
4022
RW 03
T/W "I"
T/W "H"
1076
3640


1050'
1035
MA-1A
1380
L-21
3540
410
405
406
328
312
401
305
403
402
310
400
404

Attachment 6

LANTIRN CONFIDENCE CHECK PATTERN

Figure A6.1. LANTIRN Confidence Check Pattern.

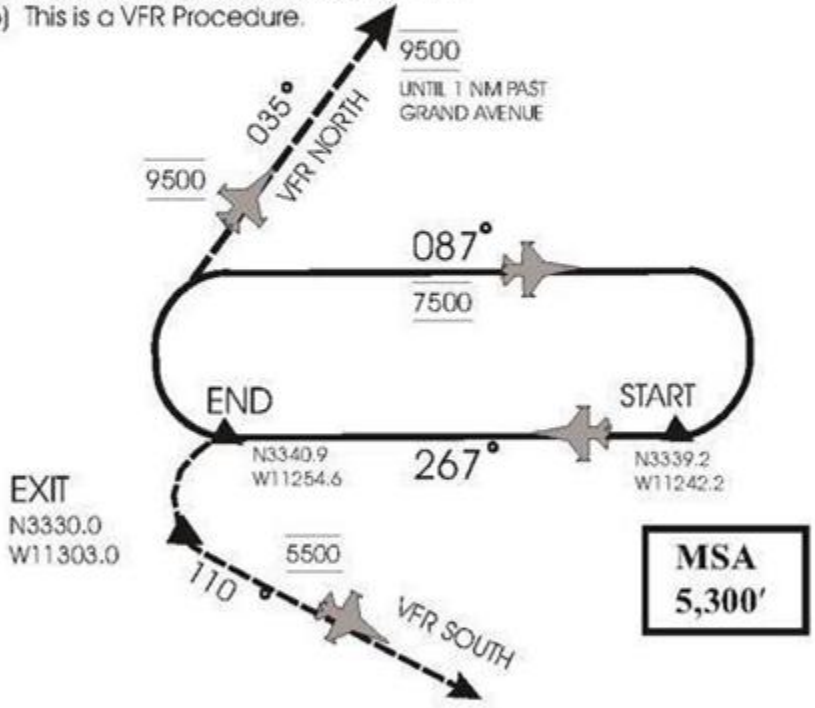
LANTIRN CONFIDENCE CHECK PATTERN

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

SQUAWK 0277 OR AS ASSIGNED

PROCEDURES:

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



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

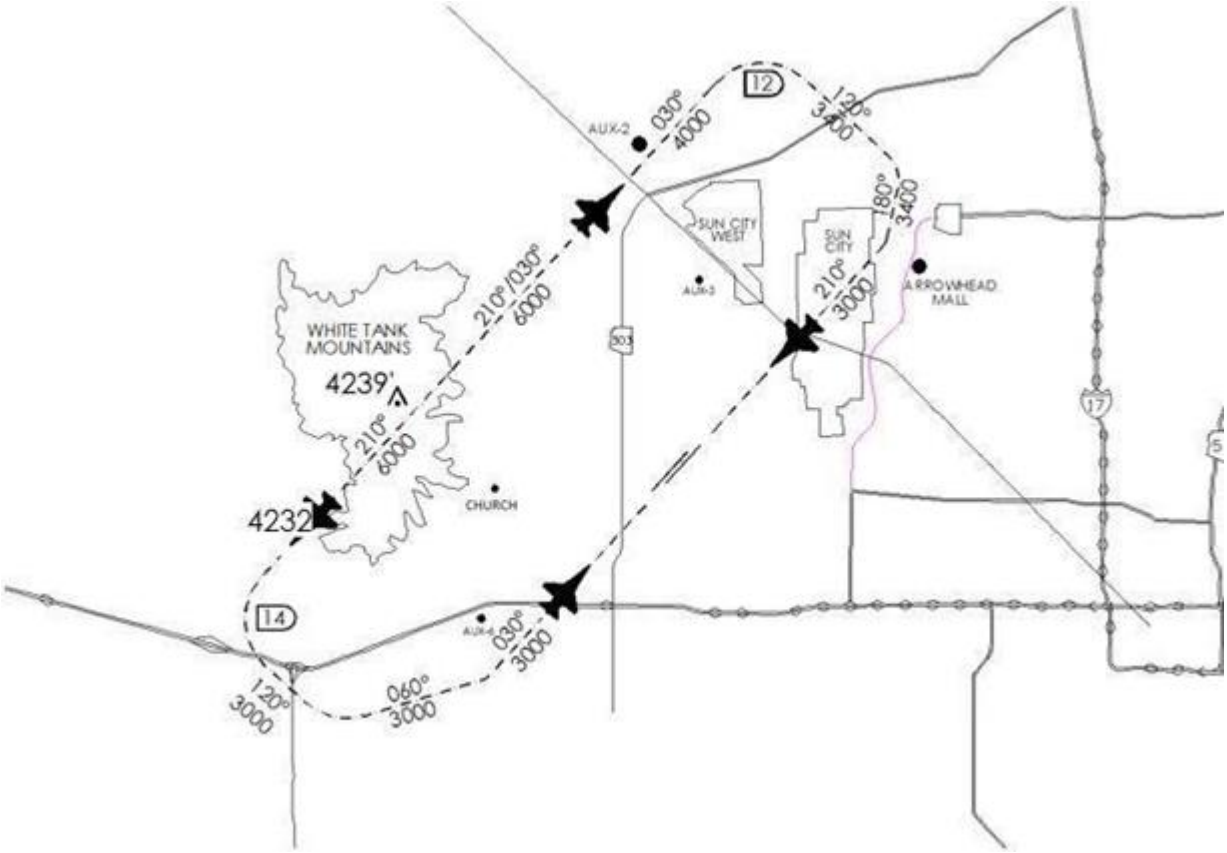
CAUTION: POTENTIAL RADAR AND RADIO BLIND SPOTS EXIST DUE TO MASKING BY THE WHITE TANKS.

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

Attachment 7

MAIN BASE RADAR TRAFFIC PATTERNS

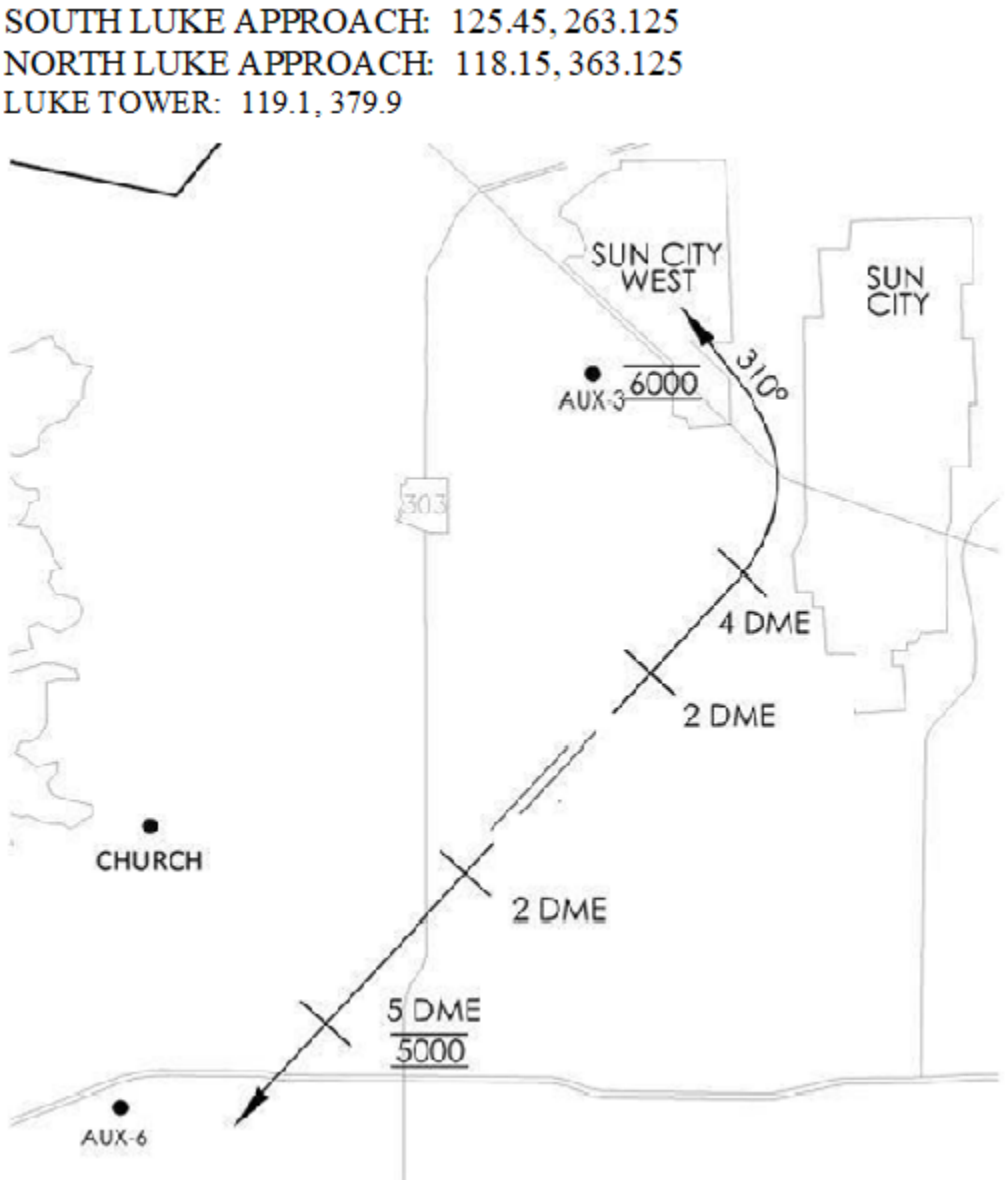
Figure A7.1. Main Base Radar Traffic Patterns.



Attachment 8

LUKE STANDARD INSTRUMENT CLIMBOUT/PREFERRED DEPARTURE ROUTES

Figure A8.1. Luke Standard Instrument Climbout/Preferred Departure Route (PDR).



A8.1. Runway 03:

A8.1.1. Fly runway heading. Cross departure end of the runway at or below 2,100', then climb and maintain 6,000'. At 4 DME, turn left and track heading 310□, or as directed by ATC.

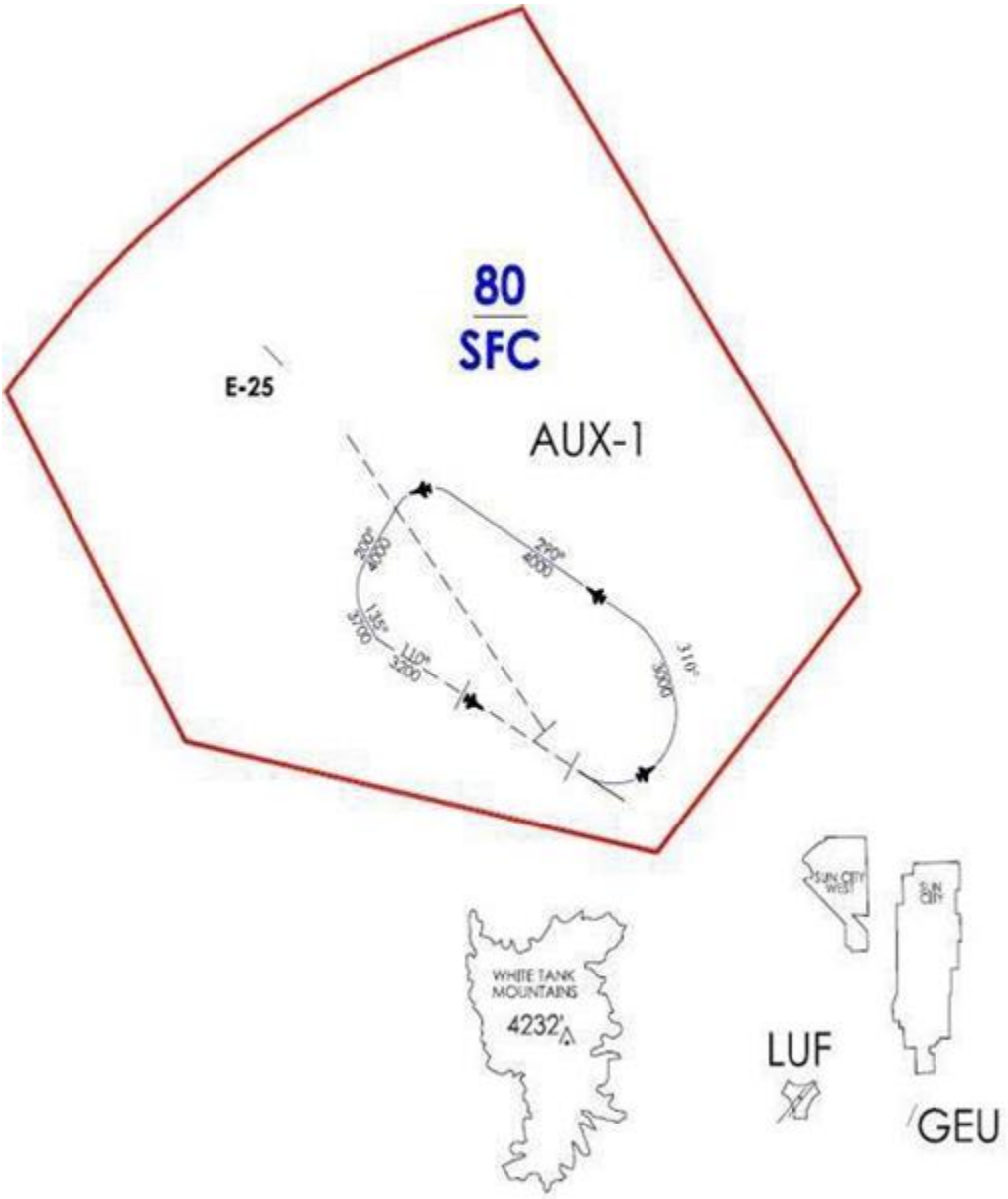
A8.2. Runway 21:

A8.2.1. Fly runway heading. Cross departure end of the runway at or below 2,100', then climb and maintain 5,000', then as directed by ATC.

Attachment 9

AUX-1 RADAR TRAFFIC PATTERN

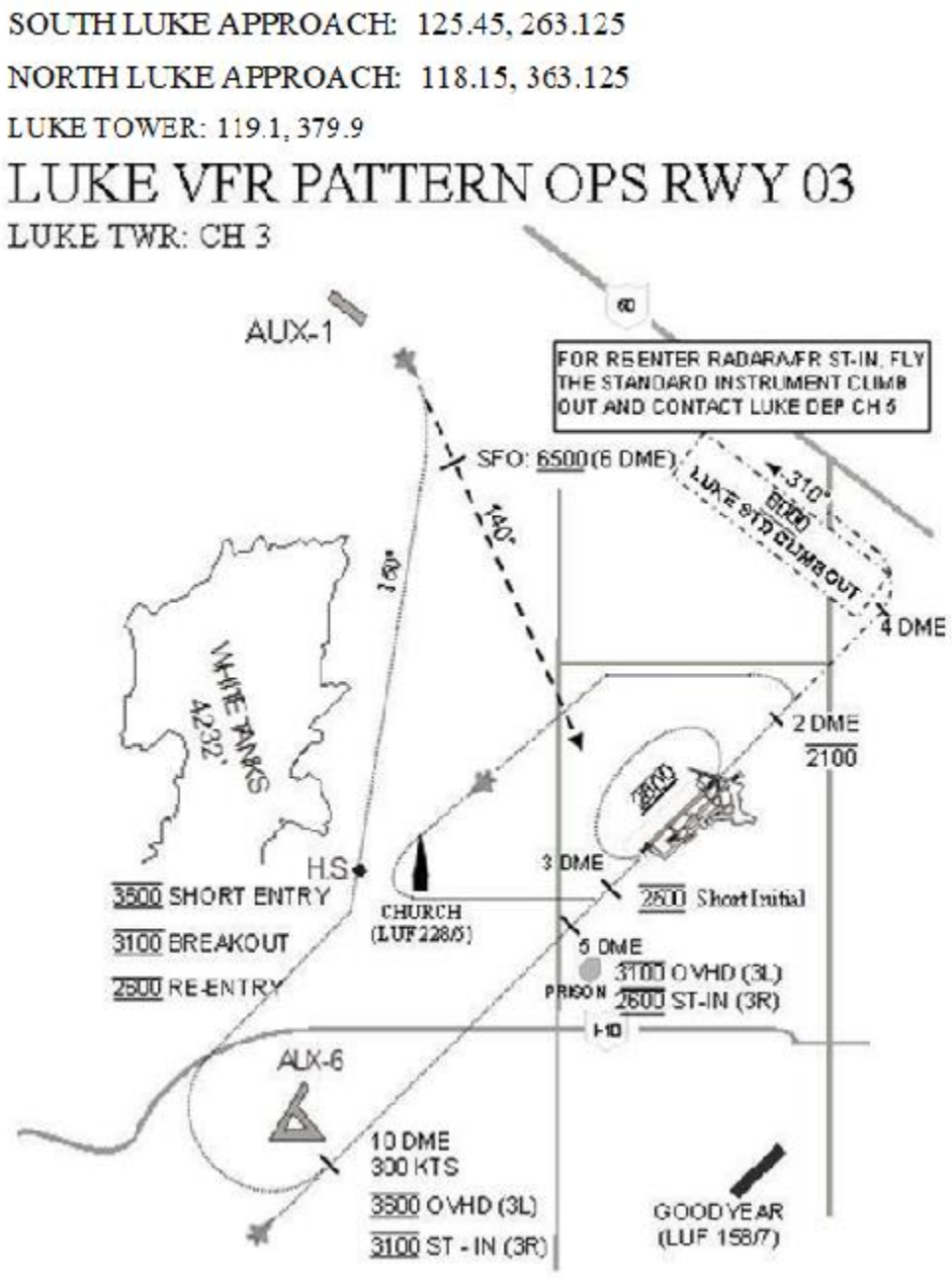
Figure A9.1. AUX-1 Radar Traffic Pattern.



Attachment 10

RUNWAY 03 VFR TRAFFIC PATTERN

Figure A10.1. Runway 03 VFR Traffic Pattern.



A10.1. Pattern Entry from Luke Recoveries.

A10.1.1. Overhead: Intercept the extended runway centerline outside 10 DME at 3,600’ and approximately 300 KIAS and proceed as depicted to the outside runway (3L).

A10.1.2. Straight-In: Intercept the extended runway centerline to be at 3,100’ and 300KIAS until 10 DME. Proceed as depicted to the inside runway (3R) or as directed by ATC.

A10.1.3. Short-Entry: Request short-entry from Luke Approach. If approved, report CHURCH at 3,600'.

A10.2. Pattern Re-entry from Luke.

A10.2.1. Short Re-entry**:** Advise to "*RE-ENTER*" for CHURCH with Luke Tower. Proceed as depicted and report CHURCH at 2,600'.

A10.2.2. Re-entry to 10-Mile Initial / VFR ST-IN: Advise to "*RE-ENTER RADAR*" with Luke Tower. Tower will instruct pilots to execute local climbout and contact Luke Departure on **CH 5**. Pilots will advise RAPCON of intentions and follow RAPCON instructions.

A10.3. Pattern Entry from Luke Aux-1 Field Entry. Entry to Short Initial / Initial / ST-IN:

A10.3.1. Contact Luke Approach on **CH 5**, then proceed as depicted and comply with overhead, straight-in, or short entry procedures.

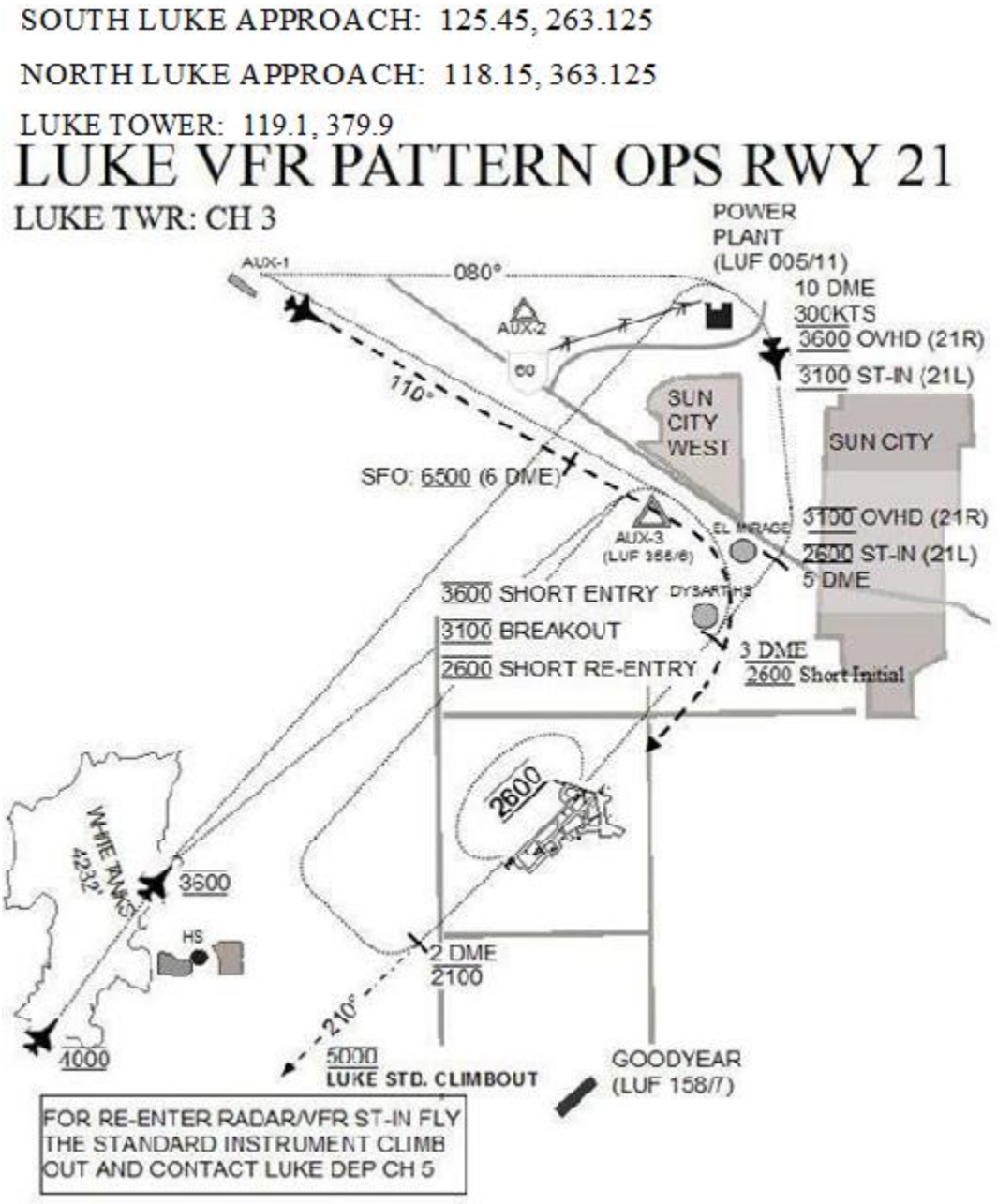
A10.4. VFR Pattern Breakout. Luke Tower Pattern Breakout:

A10.4.1. Climb immediately to 3,100' and proceed to CHURCH. Notify Luke Tower when initiating a breakout. When weather is <2,500' AGL, breakout altitude does not provide VFR cloud clearances. If breakout altitude is not available, pilots will re-enter using visual, radios, Tower, link SA, etc., to sequence.

Attachment 11

RUNWAY 21 VFR TRAFFIC PATTERN

Figure A11.1. Runway 21 VFR Traffic Pattern.



A11.1. Pattern Entry from Luke Recoveries.

A11.1.1. Overhead: Intercept the extended runway centerline outside 10 DME at 3,600’ and approximately 300 KIAS and proceed as depicted to the outside runway (21R).

A11.1.2. Straight -In: Intercept the extended runway centerline to be at 3,100’ and 250- 300 KIAS until 10 DME. Proceed as depicted to the inside runway (21L) or as directed by ATC.

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

A11.2. Pattern Re-entry from Luke (For re-entry, maintain runway heading at or below 2,100' until 2 DME)

A11.2.1. Short-Entry: Advise to "*RE-ENTER*" for AUX-3 with Luke Tower. Proceed as depicted and report AUX-3 at 2,600'.

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

A11.3. Pattern Entry from Luke Aux-1 Field. Entry to Short Initial / Initial / ST-IN:

A11.3.1. Contact Luke Approach on **CH 5**, then proceed as depicted and comply with overhead, straight-in, or short entry procedures.

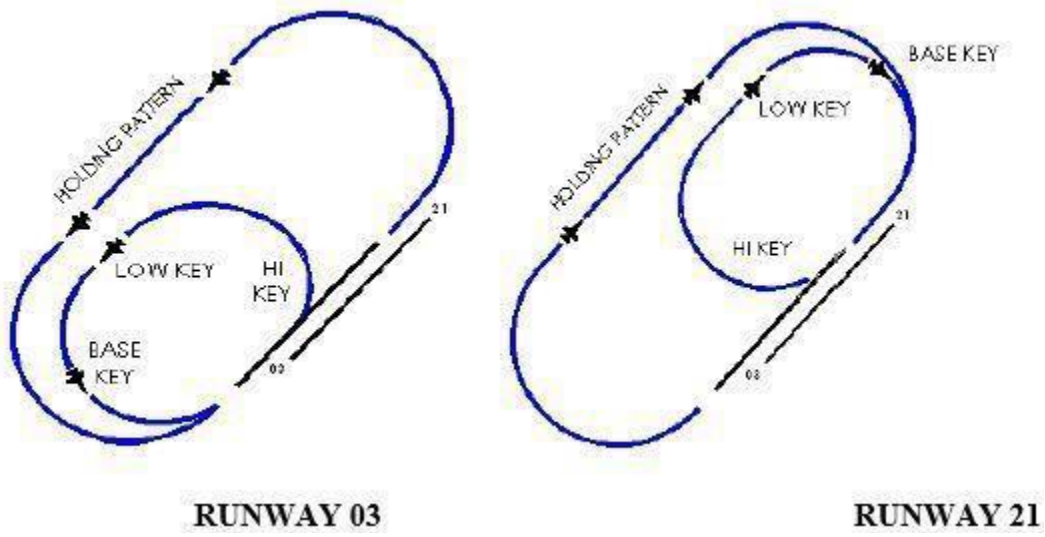
A11.4. VFR Pattern Breakout. Luke Tower Pattern Breakout:

A11.4.1. Climb immediately to 3,100' and proceed to AUX-3. Notify Luke Tower when initiating a breakout. When weather is <2,500' AGL, breakout altitude does not provide VFR cloud clearances. If breakout altitude is not available, pilots will re-enter using visual, radios, Tower, link SA, etc., to sequence.

Attachment 12

LUKE SFO/PFO PATTERN

Figure A12.1. Luke SFO/PFO Pattern. Luke Tower: CH 3 (379.9).



A12.1. SFO/PFO can be initiated at the following locations:

A12.1.1. After touch and go/low approach A12.1.2. Church/AUX-3.

A12.1.2. Initial/AUX-1.

A12.2. Breakout.

A12.2.1. If the High Key/Low Key aircraft does not have Initial traffic in sight or the pilot cannot complete the approach, do not descend below 3,100' MSL. If the High Key/Low Key traffic has NOT initiated the turn to Base Key, the pilot will advise Tower of intentions to either breakout to the short reentry point or climb back to High Key/Low Key. Pilots who have initiated the base turn will maintain at or above 3,100' MSL, fly runway heading, and advise Tower of intentions. Do not breakout to the short re-entry point or climb back to High Key after initiating the turn to Base Key or climb back to Low Key after descending below 3,100' MSL.

A12.2.2. Remain VMC (WX REQ: 5 miles visibility/ceiling 1,000' above High Key altitude).

A12.2.3. Remain on Tower frequency and within 4 DME of the field.

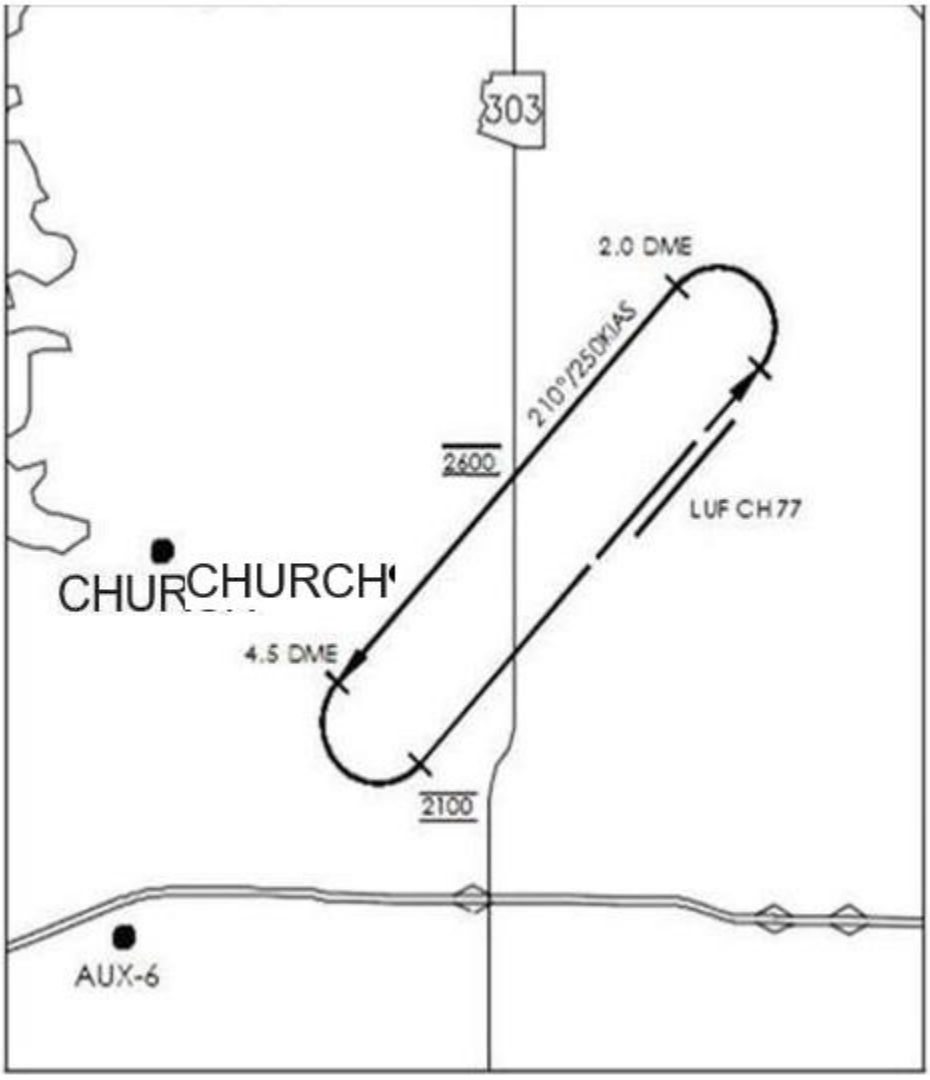
A12.2.4. Low and Base Key flown west of the field and normally to the outside runway.

A12.2.5. ILS traffic off AUX-1 will maintain at or below 3,500' until 12 DME to avoid potential conflict with aircraft flying the JAY-HI TACAN approach. JAY-HI TACAN traffic off AUX-1 remain at or above 4000 until clear of AUX-1. Once cleared for the SFO/PFO, climb to 6,500' MSL or above by 6 DME. At 4 DME proceed to High Key.

Attachment 13

RUNWAY 03 NIGHT TRAFFIC PATTERN

Figure A13.1. Runway 03 Night Traffic Pattern. Luke Tower: CH 3 (379.9).



A13.1. Runway 03:

A13.1.1. On the go, contact Tower and request closed pattern. Once cleared, climb to 2,600' MSL, turn left heading 210□ and fly pattern as depicted to Runway 03L unless otherwise directed by Tower.

A13.1.2. Caution: To avoid the White Tank Mountains, do not exceed 6 DME West of the Luke TACAN.

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

A13.2. Night Trail Recovery:

A13.2.1. Trail recoveries will be flown as a four-ship (maximum). Flights are expected to be standard formation entering Albuquerque / Luke RAPCON airspace. Request "ILS / TACAN Trail" with Luke Approach. Wingmen will use radar to maintain 1.5 – 2 NM trail from the lead aircraft. Last aircraft in trail will squawk Mode 3: 4000 and Mode C once in trail.

Attachment 14

RUNWAY 21 NIGHT TRAFFIC PATTERN

Figure A14.1. Runway 21 Night Traffic Pattern. Luke Tower: CH 3 (379.9).

A14.1. Runway 21:

A14.1.1. On the go, contact Tower and request closed pattern. Once cleared, climb to 2,600' MSL, turn right heading 030□ and fly pattern as depicted to Runway 21R unless otherwise directed by Tower.

A14.1.2. Caution: To avoid the White Tank Mountains, do not exceed 6 DME West of the Luke TACAN.

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

A14.2. Night Trail Recovery:

A14.2.1. Trail recoveries will be flown as a four-ship (maximum). Flights are expected to be standard formation entering Albuquerque / Luke RAPCON airspace. Request "*ILS / TACAN Trail*" with RAPCON. Wingmen will use radar to maintain 1.5 – 2 NM trail from the lead aircraft. Last aircraft in trail will squawk Mode 3: 4000 and Mode C once in trail.

Attachment 15

FUEL BURN DOWN, CONTROLLED BAILOUT / JETTISON AREAS

A15.1. Fuel Burn Down Area.

A15.1.1. Hold north of the LUF R-272 from 22 to 32 DME, at 9,000’ to 10,000’ MSL. If unable to maintain VMC, coordinate with Luke Approach Control.

A15.2. Controlled Bailout Areas.

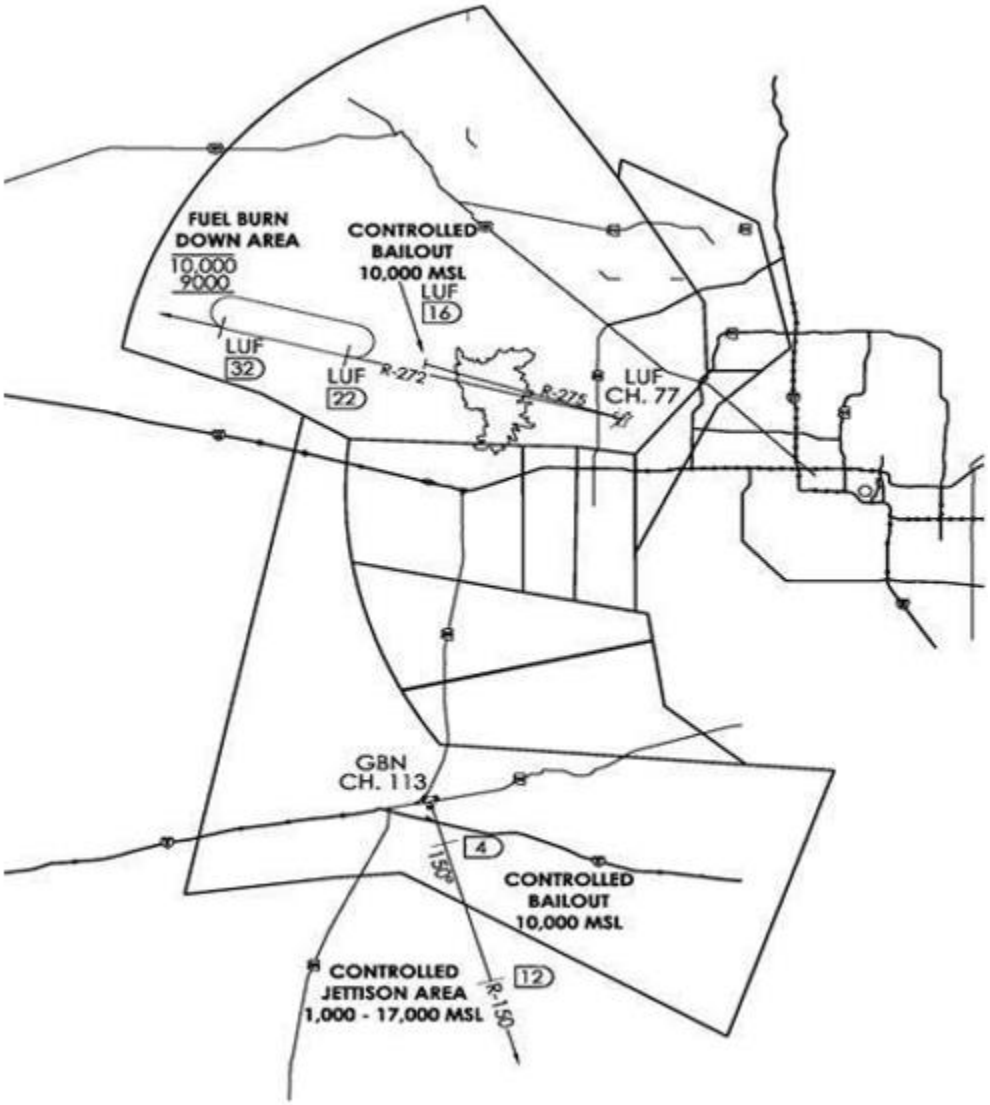
A15.2.1. Luke : Outbound on the LUF R-275/ 16 DME, at 10,000’ MSL.

A15.2.2. Gila Bend AFAF: 4 NM East of Gila Bend airfield, heading 150, at 10,000’ MSL.

A15.3. Alternate Controlled Jettison Area (TAC Range Not Available or IMC).

A15.3.1. GBN R-150/12DME outbound (NW corner of ETAC) between 1,000’ AGL and 17,000’ MSL, above frag altitude. Contact Range Operations Coordination Center/Snakeye prior to range entry.

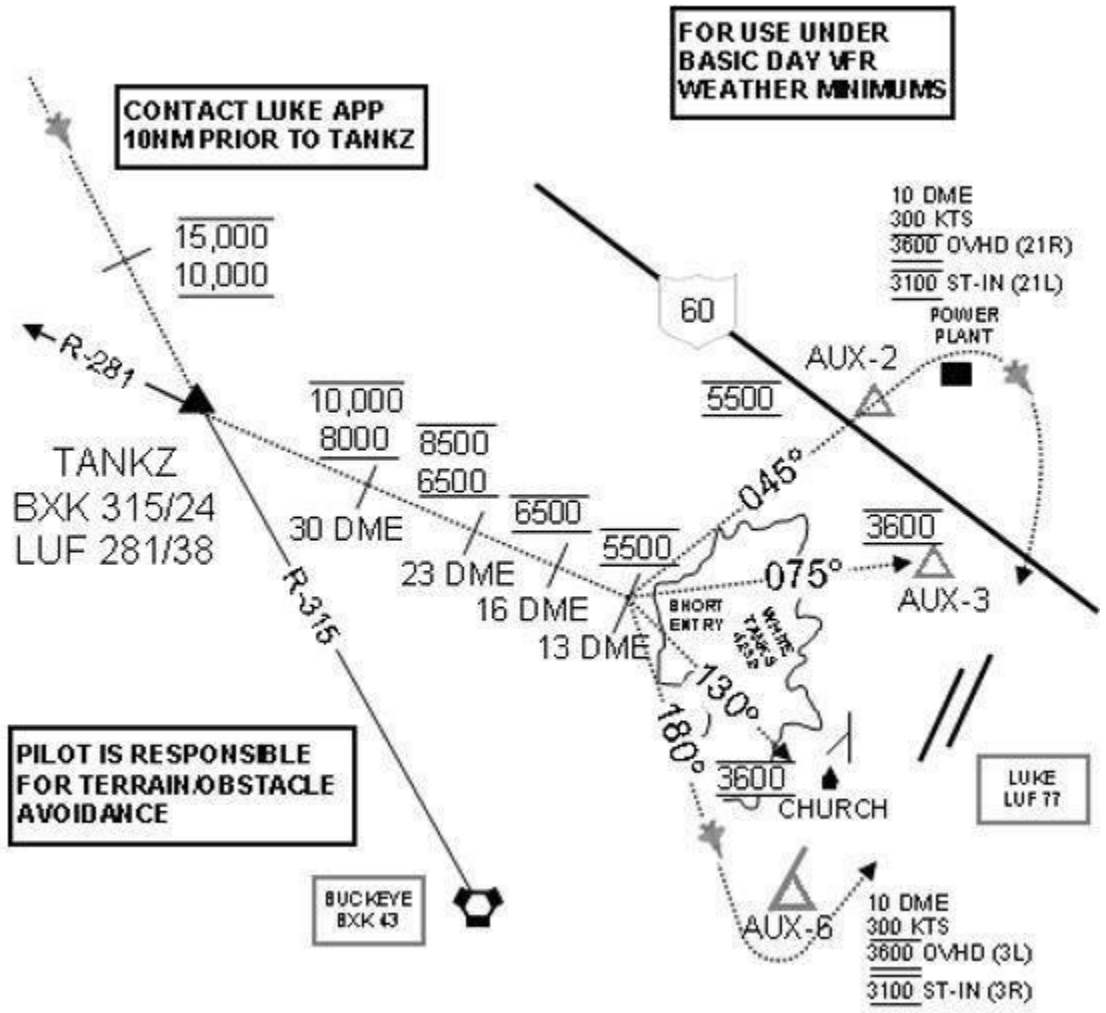
Figure A15.1. Fuel Burn Down, Controlled Bailout/Jettison Areas.



Attachment 16

TANKZ RECOVERY

Figure A16.1. TANKZ Recovery.



NOTE: ACCEPTANCE OF THE TANKZ RECOVERY INDICATES CONSENT FOR IFR FLIGHT PLAN CANCELLATION UPON REACHING TANKZ.

A16.1. Procedures:

A16.1.1. Exit MOA VFR (WYU @ 11.5K/13.5 MSL or XV @ 10.5K/12.5K/14.5K MSL) at TANKZ. Intercept the LUF R-281 inbound to 13 DME, then…

A16.2. Runway 03:

A16.2.1. At 13 DME turn right heading 180^{o} toward Buckeye. Turn left to intercept the extended runway centerline south of AUX-6 at or above 3,100' MSL, then follow pattern procedures.

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

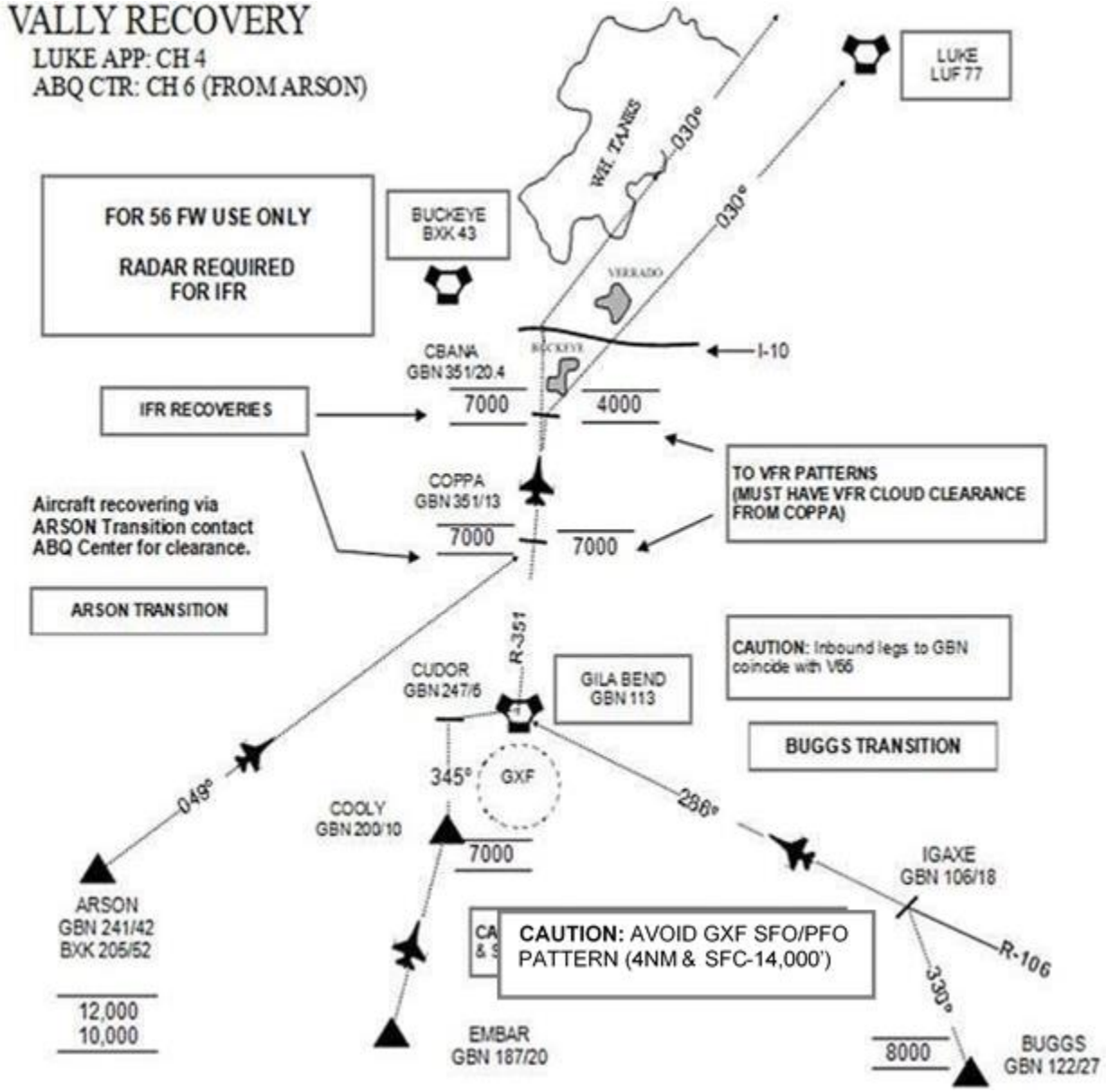
A16.3. Runway 21:

A16.3.1. At 13 DME turn right heading 045º toward AUX-2 at 5,500’ MSL. Maintain 5,500’ until crossing Grand Ave. Start a descending right turn to fly north of power plant, then follow pattern procedures.

Attachment 17

VALLY RECOVERY

Figure A17.1. VALLY Recovery.



NOTE: ACCEPTANCE OF THE VALLY RECOVERY INDICATES CONCEPT FOR IFR FLIGHT PLAN CANCELLATION UPON REACHING CBANA.

A17.1. IFR Recoveries:

A17.1.1. Via the appropriate transition, then proceed via GBN R-351 to CBANA. Cross COPPA at and maintain 7,000'. Then as assigned by ATC.

A17.2. VFR Recoveries:

A17.2.1. Proceed direct to COPPA using VFR hemispheric altitude at or below 7000, then cross CBANA at 4000. Then via appropriate VFR runway entry.

A17.3. Runway 03 VFR entry:

A17.3.1. Fly east of the town of Buckeye direct 10 NM initial.

A17.4. Runway 21 VFR entry:

A17.4.1. After CBANA, continue VFR to AUX-3/Power Plant. Maintain 4000' and fly north along HWY 85 until it intersects I-10. Watch for conflicting departure traffic off Luke. Then fly along east side of White Tanks, avoid the town of Buckeye and the Verrado Community to the west, descending to 3600' once clear of White Tank Mountains.

A17.5. ARSON Transition:

A17.5.1. When cleared by ATC, exit at ARSON and track heading 026º to JIROK, then proceed via GBN R-274 to GBN VORTAC.

A17.6. COOLY Transition:

A17.6.1. When cleared by ATC, exit at COOLY and track heading 345º to CUDOR, then proceed via GBN R-274 to GBN VORTAC. Avoid GXF AUX Field SFO airspace (4 NM radius to 14K' MSL).

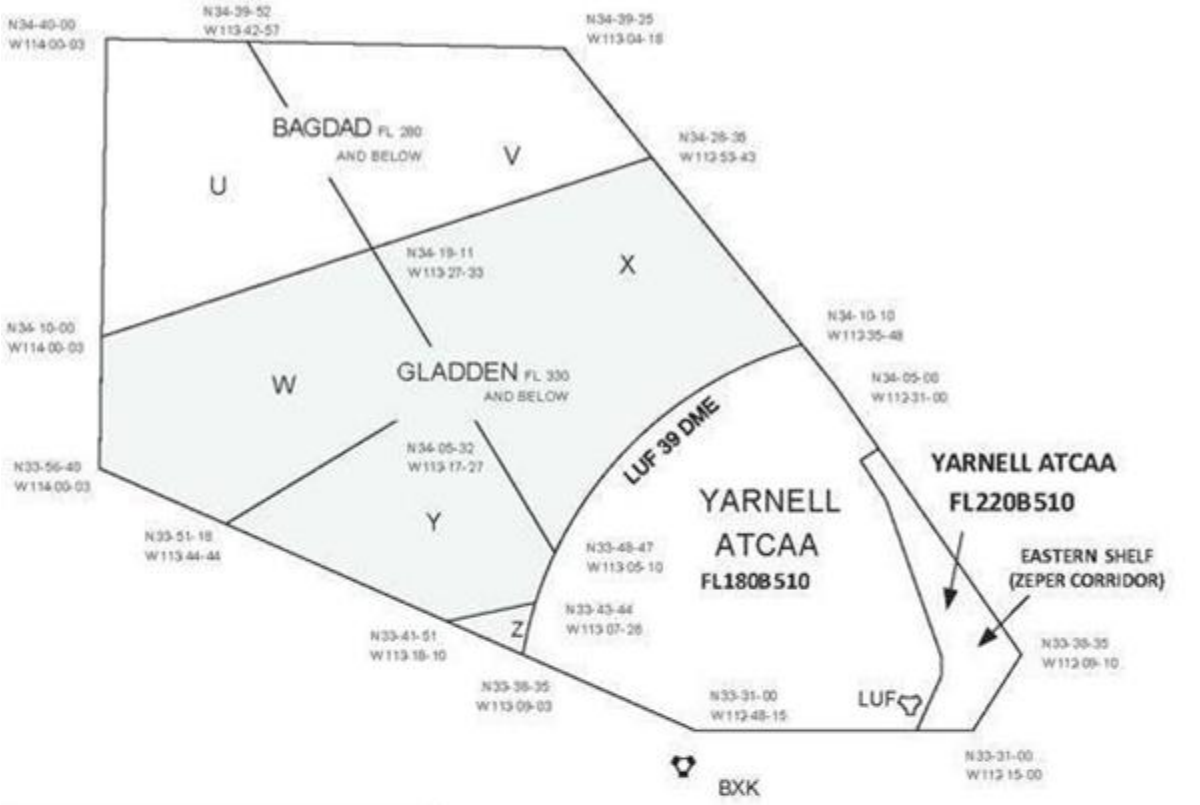
A17.7. BUGGS Transition:

A17.7.1. When cleared by ATC, exit at BUGGS and track heading 330º to IGAXE, then proceed via GBN R-106 to GBN VORTAC.

Attachment 18

SUAS/ATCAAS

Figure A18.1. SUAs/ATCAAs.



GLADDEN 1 MOA (W, X, Y, and Z):
7,000 MSL or 5,000 AGL, whichever is higher, to but not including FL180

BAGDAD 1 MOA (U and V):
7,000 MSL or 5,000 AGL, whichever is higher, to but not including FL180

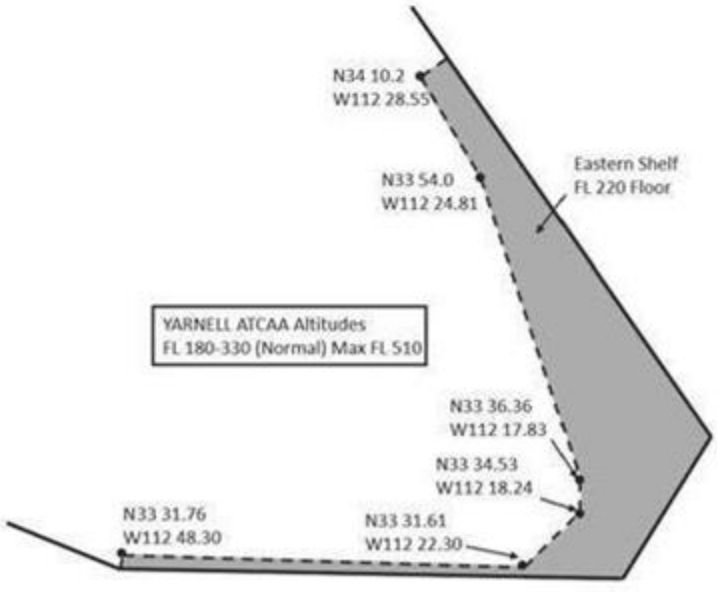
GLADDEN 1 ATCAA:
FL180 through FL330 or as assigned

GLADDEN 2 ATCAA:
FL340 through FL510 or as assigned

BAGDAD ATCAA:
FL180 through FL280 or as assigned

YARNELL ATCAA:
FL180 through FL510 or as assigned
(Except over the Eastern Shelf)

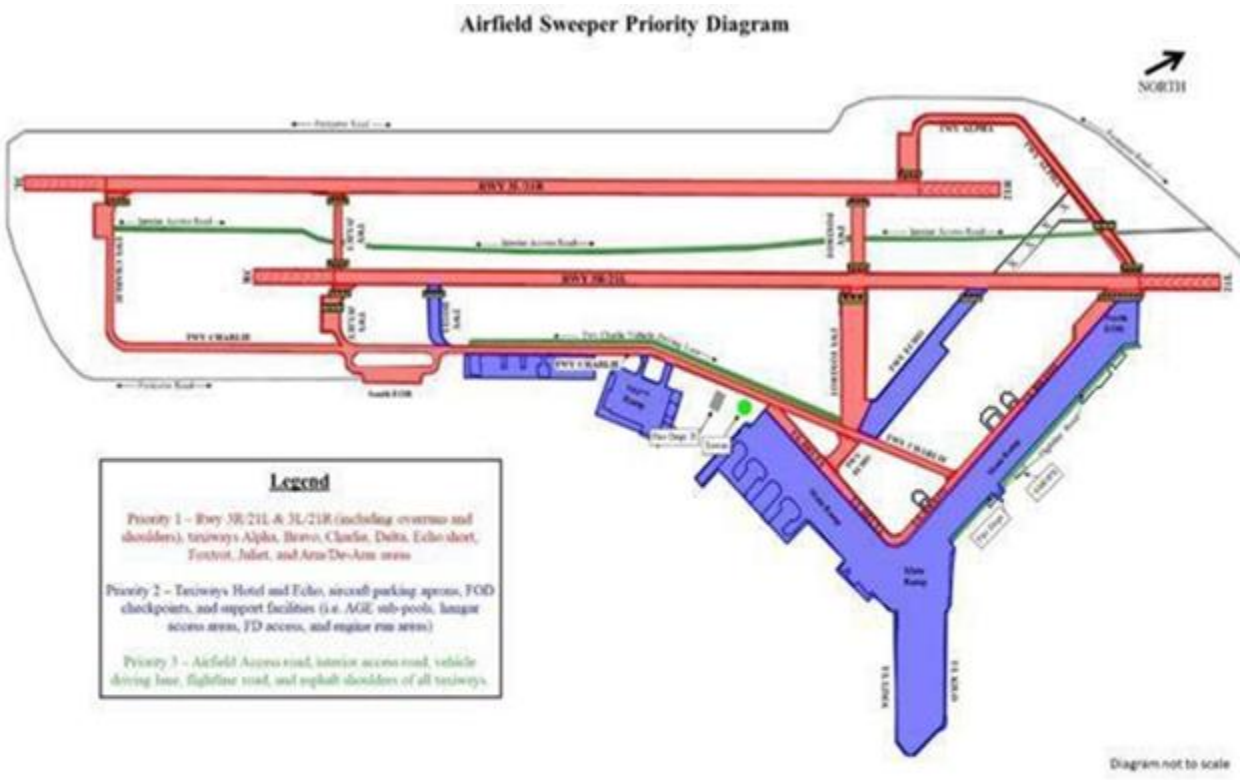
YARNELL ATCAA OVER THE P50 SHELF:
FL220 through FL510 or as assigned



Attachment 19

AIRFIELD SWEEPER PRIORITIES

Figure A19.1. Airfield Sweeper Priorities.



Notes:

Priority 1: Runways (including overruns and shoulders), Taxiways Alpha, Bravo, Charlie, Delta, Echo short, Foxtrot, Juliet, and Arm/De-arm areas. Complete daily.

Priority 2: Taxiways Hotel and Echo, aircraft parking aprons, FOD checkpoints, and support facilities (i.e., AGE sub-pools, hangar access areas, FD access, and engine run areas). Complete daily.

Priority 3: Airfield Access road, interior access road, vehicle driving lane, flightline road, and asphalt shoulders of all taxiways. Complete minimum once weekly or more often as needed.

Attachment 20

F-35 HUNG ORDINANCE TAXI PROCEDURES RW 03L

Figure A20.1. F-35 Hung Ordinance Taxi Procedures RWY 03L.

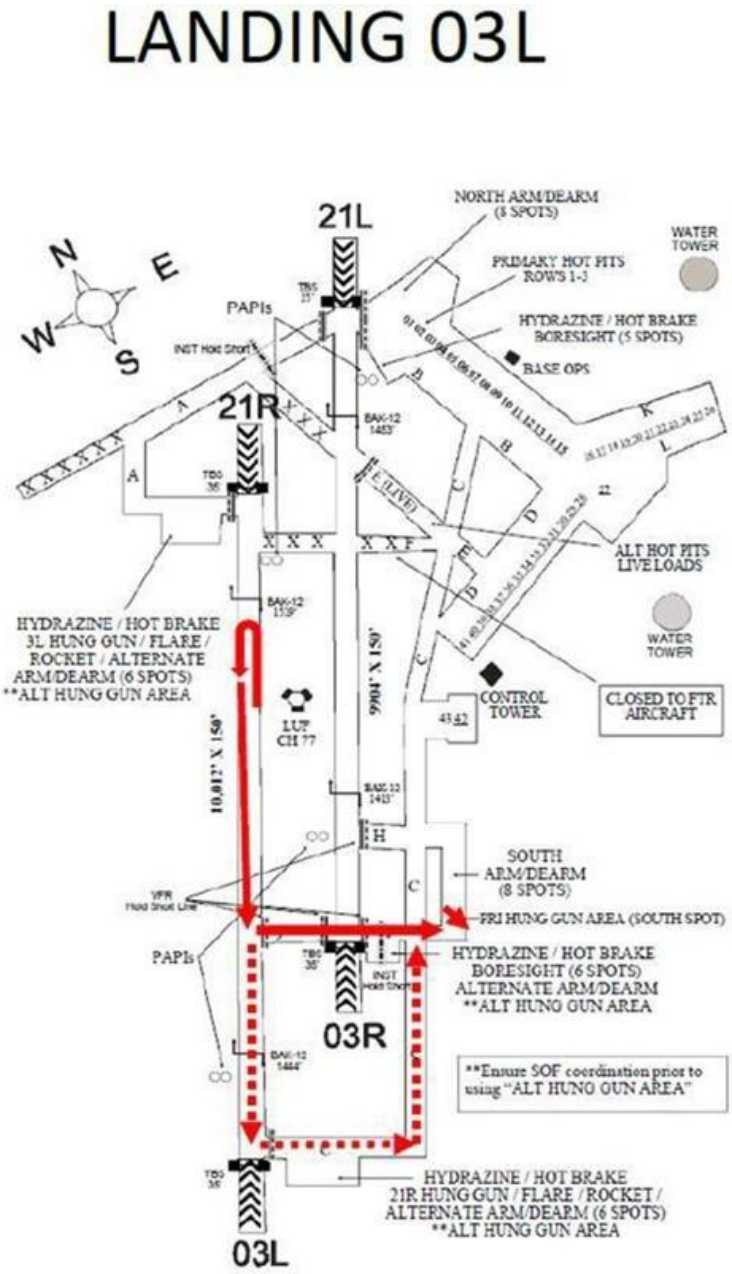


Figure A20.2. F-35 Hung Ordinance Taxi Procedures RWY 03R.

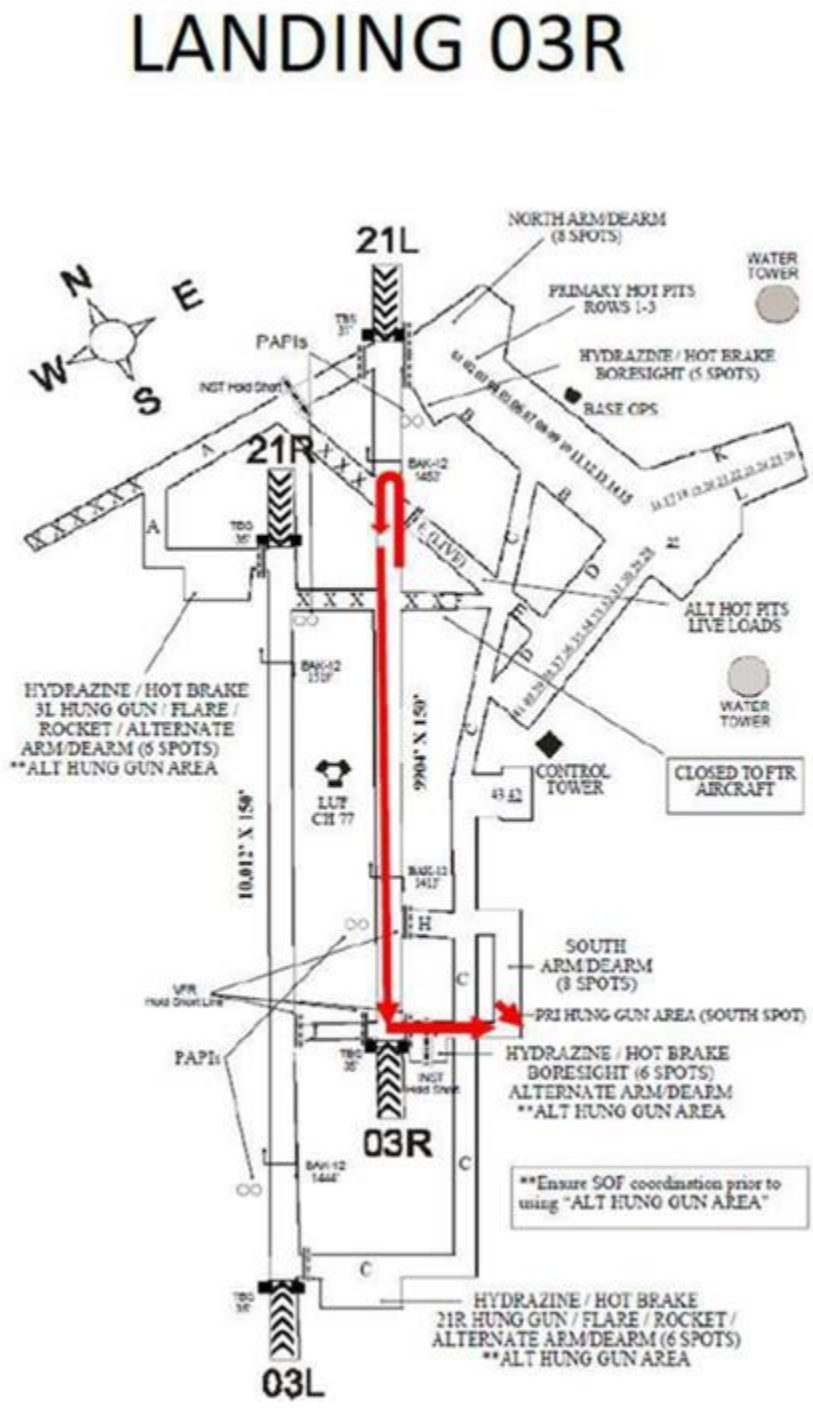


Figure A20.3. F-35 Hung Ordinance Taxi Procedures RWY 21R.

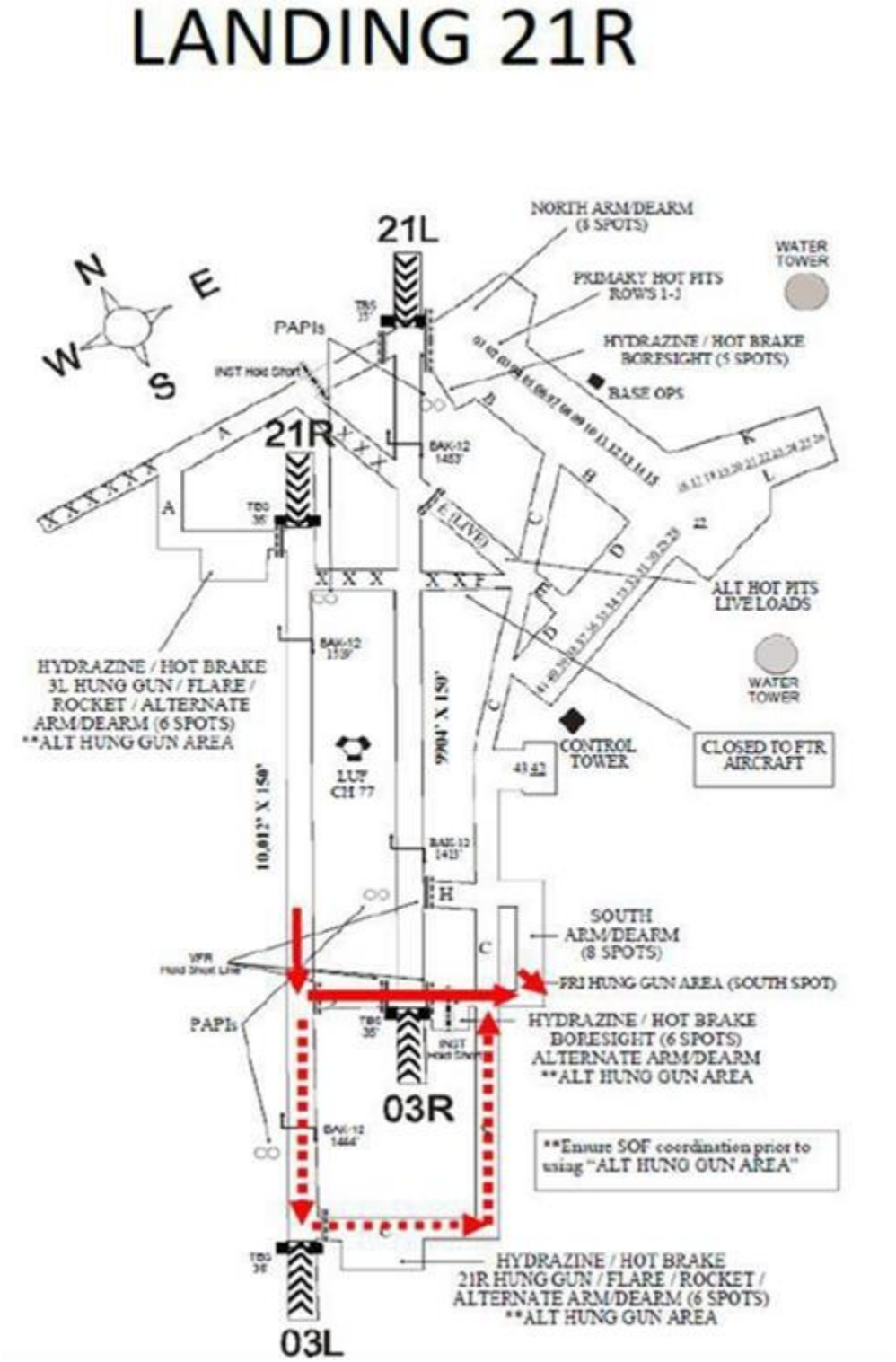
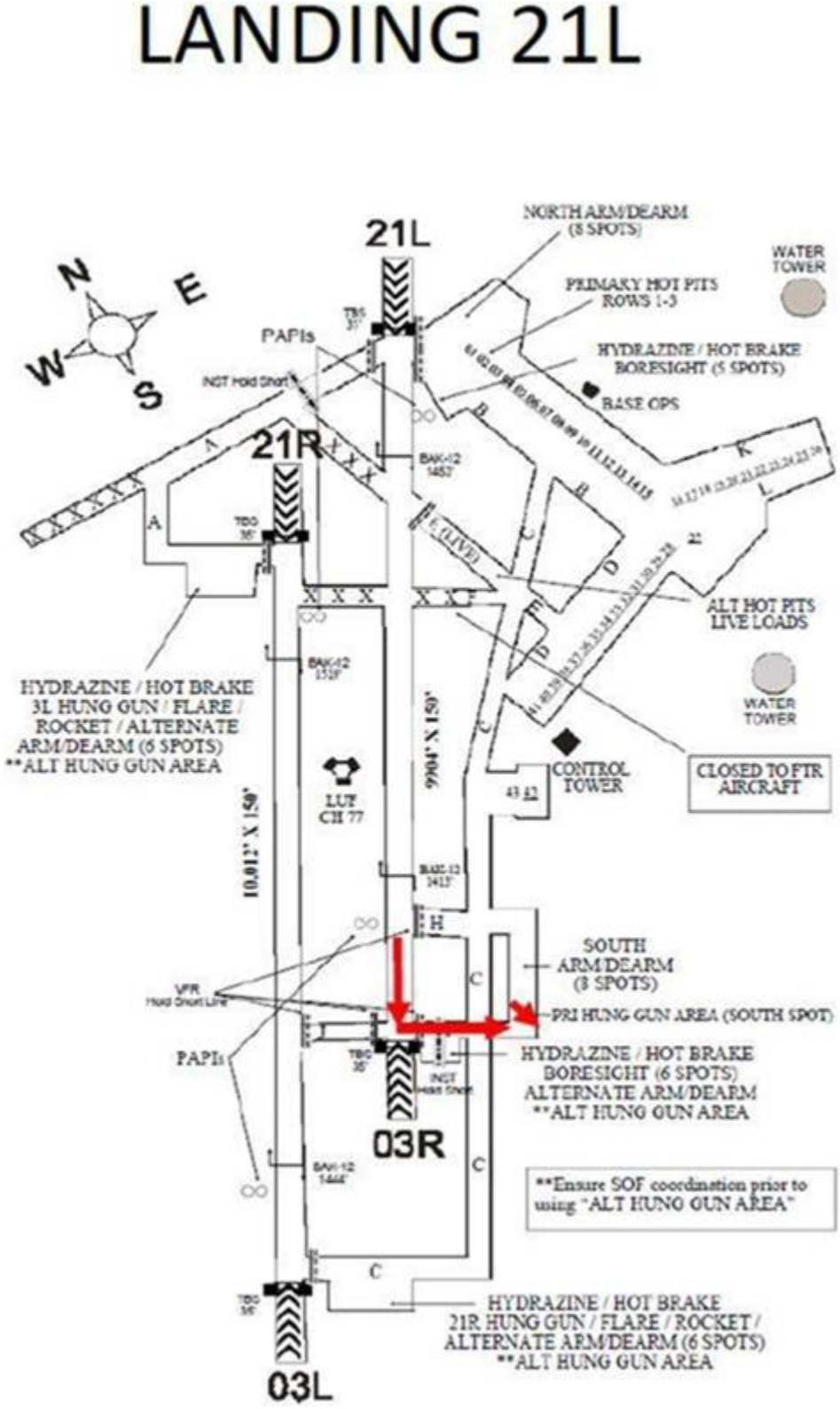


Figure A20.4. F-35 Hung Ordinance Taxi Procedures RWY 21L.



Attachment 21

SUITABLE LANDMARKS FOR RSRS (RWY 21L)

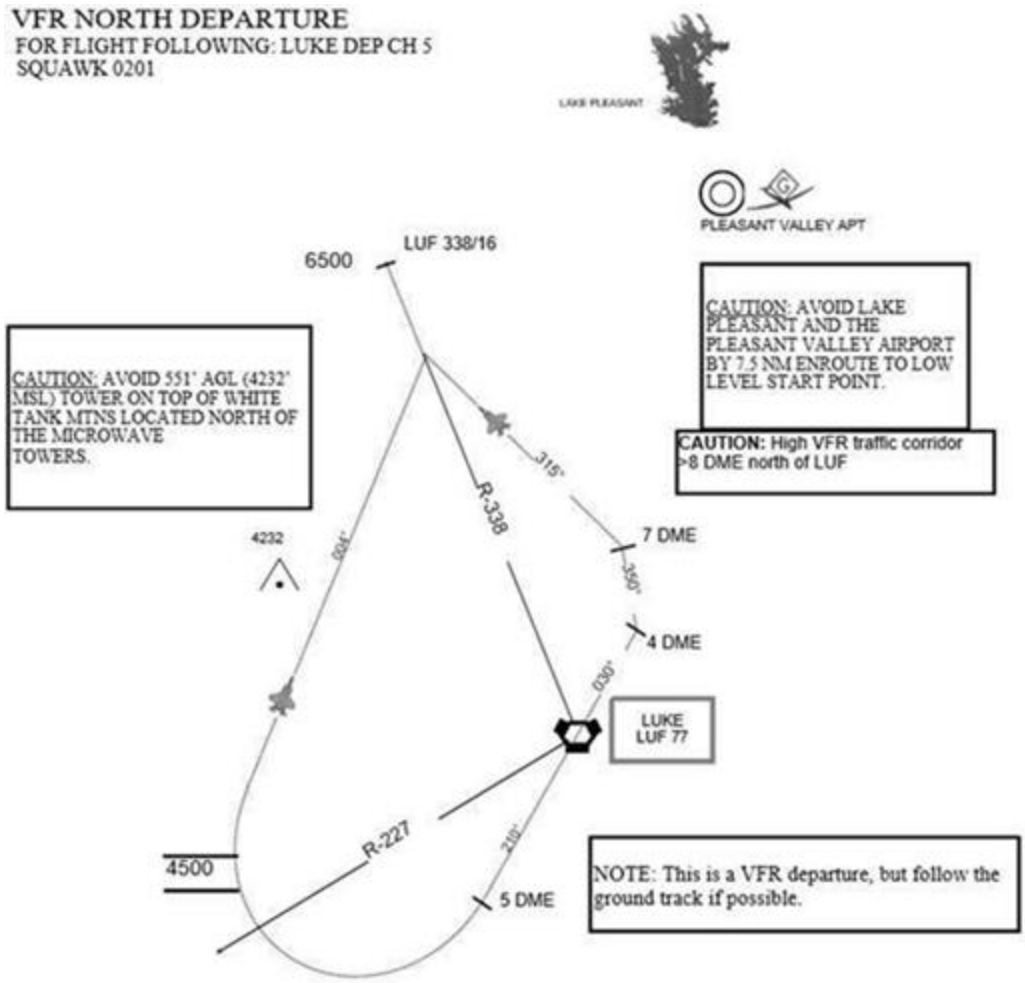
Figure A21.1. Suitable Landmarks for RSRS (RWY 21L).

Figure A21.2. Suitable Landmarks for RSRS (RWY 21L).

Attachment 22

VFR NORTH DEPATURE

Figure A22.1. VFR North Departure.



VFR NORTH DEPARTURE ROUTE DESCRIPTION

Note: Freq change automatically approved at LUF 338/16

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

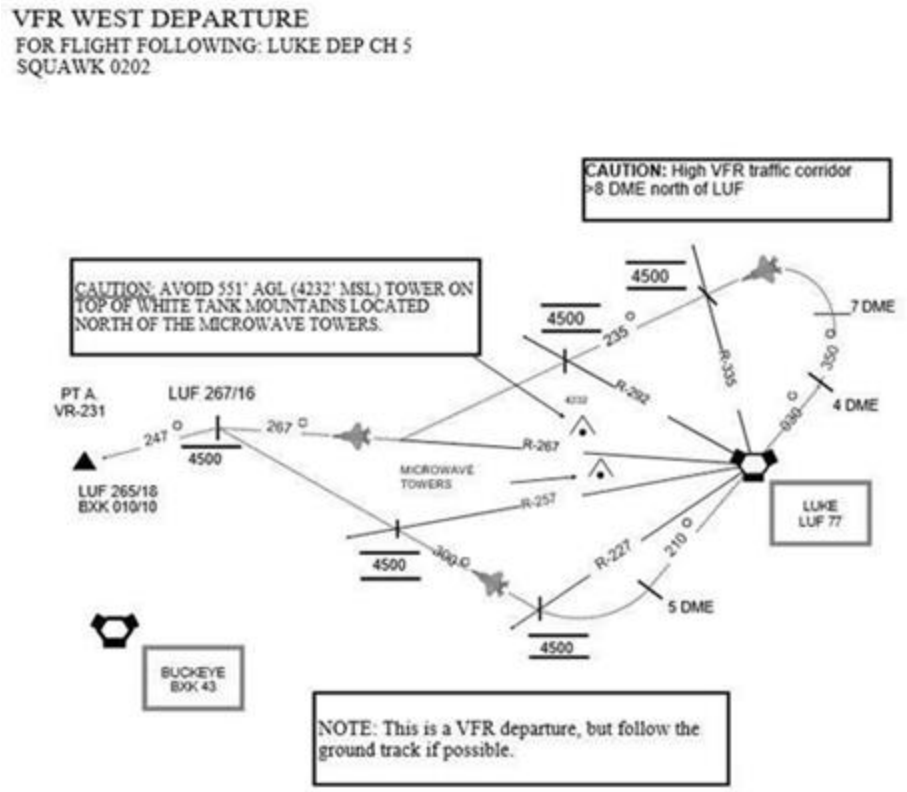
TAKEOFF RWY 03: Cross departure end at or below 2100' MSL. Climb on runway heading to 4 DME. Turn left heading 350° to 7 DME, then 315° to intercept LUF R-338. Proceed to LUF R-338/16 (recommended crossing altitude 6500' MSL) then via MTR…

TAKEOFF RWY 21: Cross departure end at or below 2100' MSL. Climb runway heading to 5 DME. Turn right heading 004° to intercept the LUF R-338. Cross the LUF R-227 at 4500' MSL. Proceed to LUF R-338/16 (recommended crossing altitude 6500' MSL) then via MTR…

Attachment 23

VFR WEST DEPARTURE

Figure A23.1. VFR West Departure.



VFR WEST DEPARTURE ROUTE DESCRIPTION

Note: Freq change automatically approved at LUF 267/10

CAUTION: Early turnouts are not authorized.

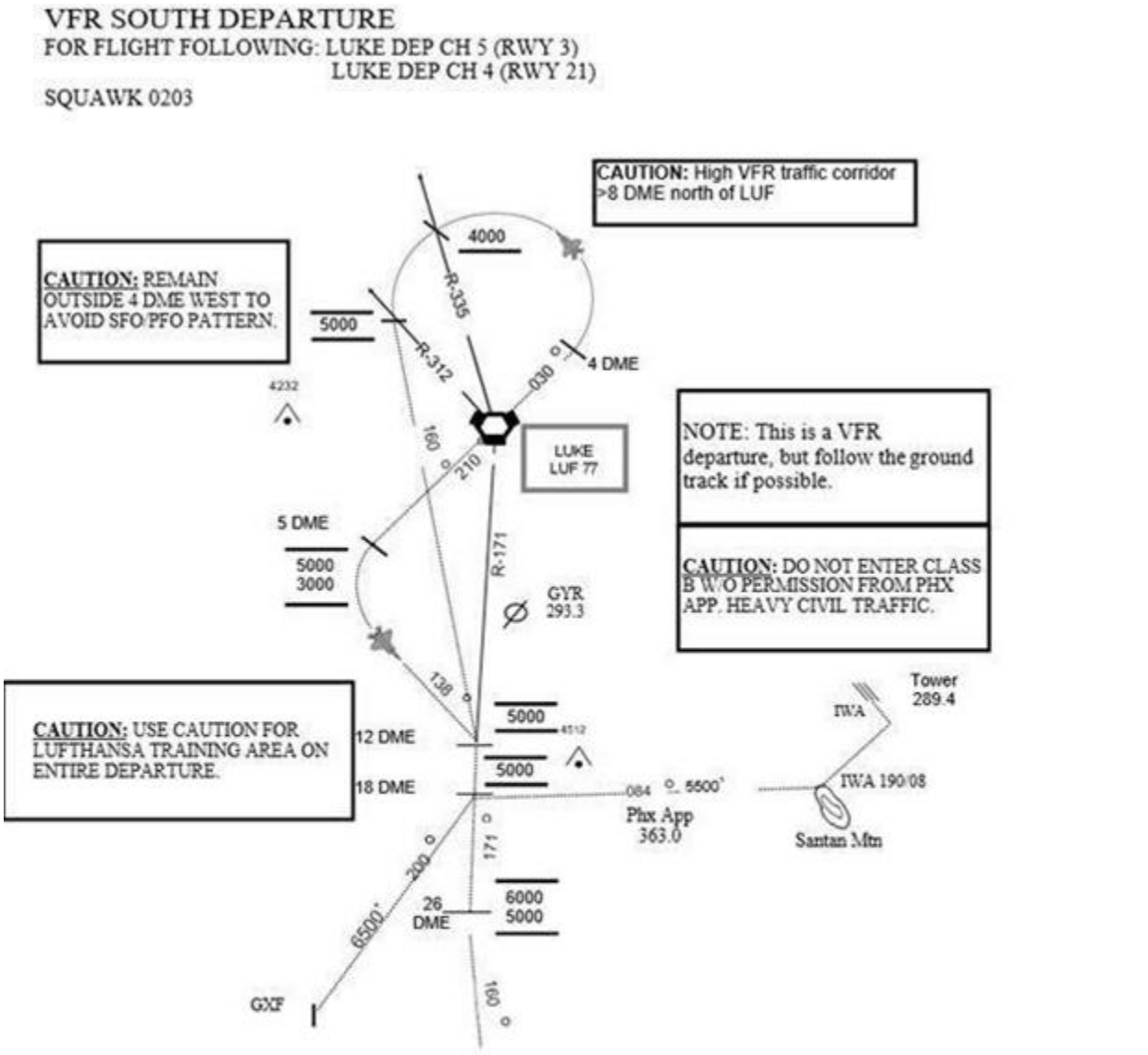
TAKEOFF RWY 03: Climb runway heading to 4 DME. Turn left heading 350° to 7 DME then left to heading 235°, intercept the LUF R-267. Cross the LUF R-335 at 4500 and maintain 4500 until past the LUF R-292. Cross the LUF 267/16 at or below 4500, then via MTR....

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

Attachment 24

VFR SOUTH DEPARTURE

Figure A24.1. VFR South Departure.



VFR SOUTH DEPARTURE ROUTE DESCRIPTION

Note: Freq change automatically approved prior to entering southern ranges

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

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