



DEPARTMENT OF THE AIR FORCE  
56TH FIGHTER WING (AETC)  
LUKE AIR FORCE BASE, ARIZONA 85309-1629

19 Nov 2012

MEMORANDUM FOR Phoenix Area Users Working Group (PAUWG)

FROM: Office of the Commander

SUBJECT: Policy for Civil Aircraft use of Luke Auxiliary Field #1

1. Luke AFB, 56th Fighter Wing, has approved the trial use of Auxiliary Field #1 (Aux-1) for restricted use by Civil Aircraft. Our primary concern is flight safety for all who fly in the Luke area. Also of concern is protecting Luke's military training mission equities and being good neighbors and community partners to allow use of this field when weather and training conditions permit. We need a clear understanding of each party's role in this. Civil use of Luke Auxiliary Field #1 is subject to conditions below.
  - A. During Luke RAPCON operational hours, civil aircraft are authorized to request, and if ATC approved, execute Luke Aux-1 ILS RWY 11 approaches. Requests will be approved based on ATC workload and/or non-interference with military aircraft.
  - B. Luke RAPCON hours are published in the VFR sectionals and/or via NOTAM. Practice approaches are authorized at Aux-1 only during daylight hours.
  - C. Practice approaches will be terminated at Aux-1 when the reported ceiling is below 3000' AGL and/or visibility is less than 3 miles. Weather minimums are based on Luke AFB weather. No weather equipment is located at Aux-1.
  - D. Aircraft requesting service to Aux-1 shall maintain VFR, contact Luke RAPCON on frequency 120.5 and comply with Luke's Special Air Traffic Rule (SATR) as defined in 14 CFR Part 93 (Subpart O: 93.175-177). For Aux-1 services, Also see Phoenix TAC for graphic depiction.
  - E. Luke RAPCON will provide basic radar services on a work load/equipment permitted basis. A Maximum of 6 aircraft will be on vectors for practice approaches at Aux-1.
  - F. An operational transponder is required for all aircraft operating in Aux-1 airspace under RADAR control.
  - G. If radar contact is lost and cannot be reestablished, Luke RAPCON will instruct the aircraft to maintain VFR and depart the Aux-1 area.
  - H. In the event of lost communications, aircraft must maintain VFR, proceed visually to Aux-1 and re-attempt radio contact at or above 3,500ft. Expect radar and radio contact 3-5 miles of Aux-1, at or above 3,500ft.

- I. 56 FW aircraft have Aux-1 priority. If traffic conditions dictate, Civil aircraft will be instructed to maintain VFR and depart Aux-1 area to avoid interfering with fighter pilot training.
  - J. Aux-1 ILS RWY 11 Approaches will be IAW most recent distributed Approach plate. Changes/updates to Approach plate will be distributed through local user working groups.
  - K. RADAR pattern altitudes and vectors will be Northwest of Aux-1 due to rising terrain south of Aux-1. All headings, altitudes and vectors are recommended and advisory in nature.
  - L. IFR separation will be afforded to aircraft being radar vectored for practice approaches at Aux-1. IFR separation services will be terminated when leaving Aux-1 area and/or when instructed to resume own navigation. For example, "*Call Sign*, maintain VFR, resume own navigation."
2. Point of contact for Civilian Aircraft operations at Aux-1 is Luke RAPCON, (623) 856-6448.

  
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