



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

7 Jun 2019

MEMORANDUM FOR Phoenix Airspace Users Working Group (PAUWG)

FROM: 56 FW/CC

SUBJECT: Policy for Civil Aircraft use of Luke Auxiliary Field #1 (Aux-1)

1. Luke AFB, 56th Fighter Wing, has approved the use of 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 doing so. Civil Aircraft use of Luke Aux-1 is subject to the conditions listed here:

- A. During Luke RAPCON operational hours of operation, 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 training flights.
- B. Luke RAPCON hours of operation are published in the VFR sectionals and/or via NOTAM. Aux-1 approaches are authorized only from official sunrise to official sunset.
- C. Practice approaches are terminated at Aux-1 when the reported weather is less than 3,500' ceiling and/or 3 SM visibility, or when PIREPs indicate that pilots are unable to maintain VFR in the Aux-1 pattern. Weather minimums are based on Luke AFB weather and no weather equipment is located at Aux-1.
- D. Civil Aircraft requesting service to Aux-1 shall maintain VFR, contact Luke Approach on 118.15 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 chart for geographic depiction.
- E. Luke RAPCON will provide basic VFR radar services on a workload permitting basis. A maximum of 6 Civil Aircraft can be on vectors for practice approaches at Aux-1 at any given time.
- F. An operational transponder and two-way radio communication 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 Civil Aircraft to maintain VFR and discontinue practice approaches.

- H. In the event of lost communication, aircraft must maintain VFR, proceed visually to Aux-1 and reattempt radio contact while climbing to 3,500' MSL or above. Expect radar and radio contact within 3-5 miles from Aux-1.
 - I. All 56 FW military aircraft have priority at Aux-1 at all times. If traffic conditions dictate, Civil Aircraft will be instructed to maintain VFR and discontinue with radar services to avoid interfering with fighter pilot training.
 - J. Aux-1 ILS RWY 11 approaches will be IAW most recent approach plate publications. This policy letter, along with changes/updates to the published approach plate will be distributed through local user working groups and maintained on the Luke AFB Home page under Base Information/MACA information. (<https://www.luke.af.mil/>).
 - K. Pilots shall maintain their own terrain and obstruction clearance at all times while executing Aux-1 procedures. Terrain and obstruction alerts cannot be issued by ATC. Aircraft will be operating VFR below established Minimum Vectoring Altitudes (MVAs) while operating in the Aux-1 pattern. All radar patterns and vectors will be northwest of Aux-1 due to rising terrain to the south. All headings, altitudes and vectors are recommended and advisory in nature. Pilots must maintain vigilance to see and avoid other aircraft operating in the vicinity of Aux-1.
 - L. The runway at Aux-1 is unsuitable for landing. All approaches will terminate in a missed approach. Aircraft will not descend below Decision Height.
2. For questions or concerns for Civil Aircraft operation at Aux-1, contact Luke RAPCON at (623) 856-6448.

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