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SECRETARY OF THE AIR FORCE**

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Flying Operations

GENERAL FLIGHT RULES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 11-2, *Aircrew Operations*, by prescribing general flight rules that govern the operation of USAF aircraft (manned and unmanned) flown by USAF pilots, pilots of other services, foreign pilots, and civilian pilots. This instruction applies to Air Force activities operating aircraft on loan or lease, to the extent stipulated in the loan or lease agreement; Air Force Reserve Command (AFRC) units; and to Air National Guard (ANG) units. Public Aircraft Operations (PAO) under government contract for Air Force operations will comply with stipulations documented in written declaration of public aircraft status, applicable Title 14 Code of Federal Regulations (CFR) and this regulation. Waiver information, in accordance with AFI 33-360 tiering, may be found in **Chapter 1**. Non-tiered compliance items in this instruction that are targeted for units above the wing or equivalent and above DRUs/FOAs

may be waived by the MAJCOM/CC (delegable no lower than the MAJCOM Director), with the concurrence of HQ USAF/A35 unless otherwise noted. This publication may be supplemented, but all supplements above wing or equivalent level must be routed to HQ AFFSA/XOF for coordination prior to certification and approval. Air Force Instruction (AFI) 11-2 Mission Design Series (MDS) Specific, Volume 3 instructions (e.g., AFI 11-2KC-10, Volume 3) may contain specific operational guidance unique to individual aircraft and crew positions. MDS-specific, Volume 3 instructions will not be less restrictive than this instruction. Address questions concerning this instruction to Headquarters Air Force Flight Standards Agency (HQ AFFSA) at HQ AFFSA/XOF, 6500 S. MacArthur Blvd, Bldg 4, Room 240, Oklahoma City, OK 73169, email: hqaffsa.xof@us.af.mil. See Attachment 1 for a list of terms and abbreviations. Use AF Form 847, *Recommendation for Change of Publication*, to recommend changes to this instruction in accordance with (IAW) AFI 11-215, *USAF Flight Manuals Program (FMP)*. The reports in this directive are exempt from licensing according to AFI 33-324, *The Air Force Information Collections and Reports Management Program*. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

(AFSOC) This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-202, Vol 3, General Flight Rules, and applies to all Air Force Special Operations Command (AFSOC), Air Force Reserve Command (AFRC) and Air National Guard units operating under AFSOC oversight. Unit level supplements are normally not required. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate stan/eval chain of command. AFSOC/A3 is waiver authority for this supplement. Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include: (1) correcting administrative and grammatical errors, (2) changing tier compliance items per AFI 33-360, *Publications and Forms Management*, (3) adding departure decision flow chart to appendix, (4) outlining waiver processes for each tiered item, (5) incorporating flight duty period changes, (6) clarifying airfield lighting requirements, (7) updating RNAV 1801 requirements, (8) clarifying authorized weather sources, (9) correcting alternate weather requirements, (10) clarifying DVAs, (11) clarifying disaster area operations,

(12) clarifying cold weather altitude corrections, (13) removed MAJCOM ability to waive alternate weather requirements IAW the CFR, (14) removed MAJCOM/A3 ability to authorize any airfield as an alternate regardless of weather conditions IAW the CFR, (15) adopts AF Form 679 and (16) other minor changes.

(AFSOC) This document has been substantially revised and must be thoroughly reviewed. Major changes include paragraph renumbering and reorganization. Attachments 5 - 10 have been added.

(AFSOC) **SUMMARY OF CORRECTIVE ACTIONS:** Corrective Actions applied 9 November 2017 include adding missing guidance on AFSOC non-USG terminal procedures, the IFR decision tree diagrams, use of blue force tracker, command and control guidance and updated figures in appendix 6, 7, and 10.

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Chapter 1

ROLES AND RESPONSIBILITIES

1.1. General.

1.1.1. **Pilot in Command Authority.** The Pilot in Command (PIC), regardless of rank, is responsible for, and is the final authority for the operation of the aircraft.

1.1.2. This AFI provides broad guidance and cannot address every situation. Aircrew will use best judgment to safely conduct flying operations.

1.1.3. Supplemental information to this AFI may be found in the AFMAN 11-217 series and applicable Major Command (MAJCOM) supplements.

1.1.4. This instruction is a common source of flight directives that includes:

1.1.4.1. Air Force guidance;

1.1.4.2. Title 14 Code of Federal Regulations (CFRs) and the Aeronautical Information Manual (AIM); and,

1.1.4.3. International Civil Aviation Organization (ICAO) Standards and Recommended Practices (SARPs).

1.1.5. Unmanned Aircraft System (UAS) or Remotely Piloted Aircraft (RPA) applicability.

1.1.5.1. Category 4 and 5 UAS operations shall follow this AFI; Category 1-3 (“Small”) UAS shall be governed by AFI 11-502V3, *Small Unmanned Aircraft Systems Operations*. UAS categories are listed in AFI 11-502V3.

1.2. Waivers. Directive guidance (will, shall, must, etc.) throughout this regulation are tiered IAW AFI 33-360, *Publications and Forms Management*. For examples of waivers and waiver authorities, see AFI 33-360. HAF/A3 designates HAF/A35 as waiver authority on all Tier-0 and Tier-1 waivers.

1.2.1. **Waiver Process.** MAJCOMs (or subordinate units for T-2 and T-3 waivers) initiate and staff all waiver packages. Coordination through HQ AFFSA/XOF (hqaffsa.xof@us.af.mil) is required for Tier 0 and 1 waivers and is recommended for Tier 2 and 3 waivers. Once waiver is approved, MAJCOM Stan/Eval will send an informational copy to HQ AFFSA/XOF within 5 duty days. Verbal concurrence is not authorized for T-0 waivers. Verbal waivers for all other tiers is not recommended except in support of time-critical missions or circumstances; written documentation following verbal concurrence IAW AFI 33-360 will occur within 24 hours (T-1).

1.2.1.1. **Tier 0:** Annotated by “(T-0)”. Determined by respective non-AF authority (e.g. Congress, White House, Secretary of Defense, Joint Staff, etc.). The waiver authority is external to AF.

1.2.1.1.1. Coordination is required through HQ AFFSA/XOF for Tier 0 waivers. In most cases, HQ AFFSA/XOF will pursue external agency concurrence and provide results to MAJCOM (e.g. an Exemption to the CFRs granted by the Federal Aviation Administration (FAA) Administrator). MAJCOM/CC (delegable no lower than

MAJCOM Director) issues waiver after MAJCOM obtains necessary non-AF authority permission and HAF/A35 concurrence.

1.2.1.1.1.1. When Host Nation (HN) concurrence is required, OCONUS MAJCOMs will coordinate Tier 0 waiver requests with the respective HN.

1.2.1.1.2. Tier 0 guidance may include FAA guidance from the CFRs or ICAO guidance from the SARPs.

1.2.1.2. **Tier 1:** Annotated by “(T-1)”. Non-compliance puts Airmen, commanders or the USAF strongly at risk of mission or program failure, death, injury, legal jeopardy or unacceptable fraud, waste or abuse.

1.2.1.2.1. MAJCOM Stan/Eval shall coordinate with HQ AFFSA/XOF when initiating Tier 1 waivers. MAJCOM/CC (delegable no lower than MAJCOM Director) issues waiver after MAJCOM obtains HAF/A3 concurrence (delegated to HAF/A35).

1.2.1.2.2. Tier 1 includes guidance that lends to standardization across all USAF wings and platforms.

1.2.1.3. **Tier 2:** Annotated by “(T-2)”. Non-compliance may degrade mission or program effectiveness or efficiency and has potential to create moderate risk of mission or program failure, injury, legal jeopardy or unacceptable fraud, waste, or abuse.

1.2.1.3.1. MAJCOM Stan/Eval will request MAJCOM/CC (delegable no lower than MAJCOM/A3) approval for all Tier 2 waivers. Tier 2 waivers only apply within the approving MAJCOM.

1.2.1.3.2. Tier 2 guidance includes instruction that lends to standardization across MAJCOM-specific wings and platforms.

1.2.1.4. **Tier 3 :** Annotated by “(T-3)”. Non-compliance may limit mission or program effectiveness or efficiency and has a relatively remote potential to create risk of mission or program failure, injury, legal jeopardy or unacceptable fraud, waste, or abuse.

1.2.1.4.1. Wing commanders, delegable no lower than operations group commanders or equivalent, will initiate and approve Tier 3 waiver requests. Once approved, wings will send an informational copy to MAJCOM Stan/Eval and HQ AFFSA/XOF within 5 duty days.

1.2.1.4.2. Tier 3 guidance includes instruction that is limited to wing and installation specified rules that do not affect AF-level standardization.

1.2.2. For the purposes of this instruction, flying MAJCOMS are: ACC, AETC, AFDW, AFGSC, AFMC, AFRC, AFSOC, AMC, DIA, NGB, PACAF, and USAFE. Commanders Air Force forces (COMAFFORs) in the grade of O-8 or higher in Combatant Commands (CCMDs) are considered MAJCOM commanders only for forces under their operational control.

1.2.2.1. (Added-AFSOC) All current and approved waivers are listed on the AFSOC/A3V SharePoint Team Site <https://teams.afsoc.af.mil/sites/StanEval/default.aspx>. All current and approved AFRC waivers are listed on the AFRC/A3VS SharePoint <https://afrc.eim.us.af.mil/sites/A3/default.aspx>. All current and approved ANG waivers are listed on the NGB/A3O AF Portal Web site <https://www.my.af.mil/gcss-af/USAF/ep/globalTab.do?channelPageId=s6925EC134FE20FB5E044080020E329A9>.

1.2.2.2. (Added-AFSOC) Unless restricted by parent AFI tiering or otherwise specified in MDS-specific operations procedures, AFSOC/A3 delegates waiver authority for operational procedure requirements in MDS-specific operations procedures to designated Commanders, Air Force Special Operations Forces (COMAFSOF) for missions under their operational control (OPCON). Other deployed commanders (N/A ARC) assume approval/waiver authority only as specified in writing by AFSOC/A3.

1.2.2.3. (Added-AFSOC) Designation of a COMAFSOF. The Commander, USSOCOM, or TSOC commander may designate a COMAFSOF. This should be done in writing, and the designation letter should include the individual by name, and the geographic area of authority. AFSOC/A3 may delegate additional specific authorities to the designated COMAFSOF. AFSOC/A3 may delegate specific COMAFSOF and additional authorities to other individuals on a case by case basis. This will be done in writing, and the designation letter will include the individual by name, the geographic area of authority, and specific authorities delegated to that individual. (T-2)

1.2.2.4. (Added-AFSOC) Any waivers issued under COMAFSOF authority will be forwarded through operational reporting channels to AFSOC/A3V for tracking.

1.2.3. MAJCOMs must obtain a waiver to AFI 33-360 if delegation to other “waiver authorities” than those listed in Table 1.1 of AFI 33-360 is desired.

1.2.4. Waivers should be submitted using AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval* or as directed in AFI 33-360.

1.3. Compliance. The PIC will ensure compliance with this AFI and the following (see Attachment 1 for related publications):

1.3.1. Air Force, MAJCOM, and Mission Design Series (MDS)-specific instructions;

1.3.2. Flight Information Publications (FLIP) and Foreign Clearance Guide (FCG);

1.3.3. Air Traffic Control (ATC) clearances;

1.3.4. Notices to Airmen (NOTAMs), aircraft technical orders; and,

1.3.5. Combatant Commander's instructions and other associated directives IAW the Air Component Commander's objectives.

1.4. Operational Prerogative of Military Aircraft. When operationally necessary, PICs are authorized to conduct military flight operations with due regard for the safety of navigation of civil traffic in international airspace IAW FLIP *General Planning* (GP). Except for pre-planned missions, PICs shall consider such operations in peacetime as a flight rule deviation and will comply with the reporting requirements in **paragraph 1.6**. (T-0). MAJCOMs may authorize tactical operations for training and compliance with paragraph 1.3.

1.5. MAJCOM Supplements. MAJCOM supplements shall not be less restrictive than this instruction and be IAW AFI 33-360. Submit supplements to HQ AFFSA/XOF (hqaffsa.xof@us.af.mil) for coordination prior to publishing.

1.5.1. Tier 0 and 1 waivers shall not be published in MAJCOM supplemental guidance.

1.6. Deviations. An ATC clearance is not authority to deviate from this instruction. A PIC may only deviate from this instruction, flight rule, or ATC clearance to protect life, for safety of flight, or when an in-flight emergency requires immediate action.

1.6.1. **Notification.** When deviating from an ATC clearance, notify ATC of the action taken as soon as possible.

1.6.2. **Post-Flight Actions.** In the event of a deviation from a flight rule and/or when given traffic priority by ATC in an emergency, the PIC will verbally report the incident to a supervisor and commander within 24 hours of the incident and shall make a detailed written record (T-0). The unit will keep a copy of the record for a minimum of 1 year from the date of the incident and be prepared to provide the record to the appropriate investigating authority if required (T-0).

1.7. Violations. A violation may result when a USAF aircraft deviates from flight rules. FAA ATC deviation reports involving a USAF aircraft are processed by the Air Force Representative to the FAA (AFREP) IAW AFI 13-201, *Airspace Management*. Air Force ATC deviation reports involving USAF aircraft are processed IAW AFI 91-202, *The US Air Force Mishap Prevention Program*. Violations that occur in the airspace of foreign nations are processed IAW the procedures of that nation.

1.7.1. For any alleged violation, utilize aircraft call-sign for any contact with ATC. Do not release names or personal information of crewmembers to non-USAF agencies without the permission of the AFREP in coordination with the MAJCOM/A3 or HQ USAF/A35.

1.7.2. If notified by an AFREP of a possible violation, MAJCOMs will preserve any available evidence for a minimum of 180 days and will contact the AFREP prior to disposal.

1.8. Aviation Safety Reporting. Potential hazards to aviation safety should be reported via the military Aviation Safety Action Program (ASAP) (www.safety-masap.com). Incidents involving damage to aircraft, personal injury, or intentional disregard of orders or instructions, whether reported to ASAP or not, shall be reported to a Flight Safety Officer (FSO) as soon as possible (T-0). Report hazardous air traffic events IAW AFMAN 91-223, *Aviation Safety Investigations and Reports*.

1.9. Airworthiness. For all issues concerning aircraft airworthiness certification, refer to AFI 62-601, *USAF Airworthiness*.

1.10. Communication, Navigation, Surveillance (CNS) Certification and Approval. USAF aircraft and aircrews must comply with the performance requirements and specifications appropriate for the route, procedure, and airspace unless exemptions or special procedures for non-equipped aircraft are granted (T-0).

1.10.1. **Unmanned Aircraft Systems.** See paragraph 4.10.

1.10.2. **Operational Approvals** . MAJCOM CNS procedures and training should provide a level of performance and safety that is consistent with civil airspace standards. HQ AFFSA will assist MAJCOMs with Operational Approvals. Contact AFFSA/XON (hqaffsa.xon@us.af.mil) for capabilities that require specific operational approval.

1.10.2.1. **Lead MAJCOM responsibilities:**

1.10.2.1.1. Provide training, instructions, procedures, and minimum equipment lists for CNS capabilities to operators and maintenance personnel.

1.10.2.1.2. Receive HQ USAF/A35 endorsement for operational approvals. Initiate endorsement through AFFSA/XON. MAJCOMs may utilize endorsement from other MAJCOMs for similar platforms.

1.10.2.1.2.1. If training, instructions, procedures, or minimum equipment lists differ from the lead MAJCOM, separate endorsement for operational approval from HQ USAF/A35 is required.

1.10.2.1.3. Provide detailed MDS-specific guidance authorizing aircrew to exercise CNS capabilities including approvals, qualifications, and any restrictions or prohibitions.

1.10.2.1.4. Ensure CNS capabilities are properly certified and operationally approved IAW AFI 63-137, *Assurance of Communications, Surveillance/Air Traffic Management (CNS/ATM), Navigation Safety, and Next Generation Air Transportation System (NextGen) Performance*. Also reference AFI 63-112, *Cockpit Working Groups*.

1.10.2.1.4.1. **(Added-AFSOC)** Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) Systems and Procedures. AFSOC crews operating properly certified aircraft are authorized to utilize CNS/ATM systems and procedures IAW this paragraph and sub-paragraphs. Crews will use all available position information to verify CNS/ATM systems and equipment. Comply with additional restrictions in MDS-specific instructions and technical orders.

1.10.2.1.5. **(Added-AFSOC)** Certifications for AFSOC aircraft will be documented in MDS technical orders and/or MDS-specific operations instructions. New certifications will be valid upon AFSOC/A3 approval and will be released via FCIF pending publication.

1.10.2.2. **AFFSA responsibilities:**

1.10.2.2.1. Assist MAJCOMs with identifying and defining CNS requirements and accomplishing operational approvals.

1.10.2.2.2. Review MAJCOM approvals for consistency with civil standards and for completeness of operational procedures, flight manuals, and directives prior to staffing for endorsement.

1.11. Primary Flight Reference (PFR). Any PFR used for instrument flight shall be considered for endorsement by HQ USAF/A35. Contact HQ AFFSA/XON (hqaffsa.xon@us.af.mil) for PFR endorsement process.

1.11.1. USAF aircraft cockpits and UAS control stations must always be capable of providing full-time attitude, altitude, airspeed information, and the capability to recognize, confirm, and recover from unusual attitudes in all pilot positions (T-1).

1.11.1.1. UAS control stations must also display at all times: link status, link availability, lost link indications, and logic information (autopilot control mode, primary route, and contingency route) (T-1). *Exception:* Contingency route may be immediately available if not displayed at all times.

1.11.1.2. Lead Commands will define display requirements for aircraft not certified or authorized for instrument flight (T-1).

1.11.2. MAJCOMs will issue guidance for configuration of pilot-selectable flight displays. In actual instrument meteorological conditions (IMC) or when there is no discernible visual horizon, an HQ USAF/A35-endorsed PFR shall be displayed in the pilot flying position.

1.11.2.1. **(Added-AFSOC)** AFSOC crews will follow guidance IAW 11-2MDS, Vol 3. (T-2)

Chapter 2

FLIGHT READINESS

2.1. Crew Rest. Crew rest is compulsory for aircrew members prior to performing any duties involving aircraft operations and is a minimum of 12 non-duty hours before the Flight Duty Period (FDP) begins (T-2). Crew rest is free time and includes time for meals, transportation, and rest. This time must include an opportunity for at least 8 hours of uninterrupted sleep. Crew rest period cannot begin until after the completion of official duties.

2.1.1. Aircrew members are individually responsible to ensure they obtain sufficient rest during a crew rest period.

2.1.2. Once crew rest begins, any official business interrupts the crew rest period. If crew rest is interrupted, individuals will immediately inform appropriate leadership or command and control (C2) and will either begin a new crew rest period or not perform flight duties (T-2). **Exception:** PIC (or designee) may initiate mission-related communication with official agencies without interrupting crew rest.

2.1.3. **Exceptions to the 12-Hour Minimum Crew Rest Periods** . For continuous operations when basic aircrew FDPs are between 12 to 14 hours, subsequent crew rest may be reduced to a minimum of 10 hours by the PIC in order to maintain a 24-hour work/rest schedule (T-2). “Continuous operations” is defined as three or more consecutive FDPs of at least 12 hours duration with minimum crew rest period.

2.1.3.1. The 10-hour crew rest exception shall only be used to keep crews in 24-hour clock cycles, not for scheduling convenience or additional sortie generation (T-2).

2.1.3.2. Any reduction from 12-hour crew rest requires pre-coordination for transportation, meals, and quarters so that crewmembers are provided an opportunity for at least 8 hours of uninterrupted sleep (T-2).

2.1.4. **(Added-AFSOC)** See MDS-specific operations procedures for additional crew rest restrictions.

2.1.5. **(Added-AFSOC)** For aircraft generation activities conducted under crew rest waivers, crew duty day will be limited to 10 hours, beginning at crew show time. (T-2)

2.1.6. **(Added-AFSOC)** Standby Crew Duty (150 SOS follow MDS-specific operations procedures). Standby crews will enter crew rest 12 hours prior to the earliest anticipated show time. Once placed into crew rest, standby crews will receive post-alert crew rest IAW Paragraph 2.5.1.10. (T-2)

2.1.7. **(Added-AFSOC)** Crew members departing on missions scheduled to recover away from home station will be notified at least 24 hours before reporting for the mission. The first 12 hours are not considered crew rest, but are designed to allow crew members to resolve personal affairs. During these first 12 hours, a crew member may perform limited non-flying duties. The remaining 12-hour period is inviolate. (T-2)

2.1.8. **(Added-AFSOC)** The crew chief is responsible to the PIC. Maximum shifts under normal conditions are 12 hours, but may be extended for mission requirements. Flying time is considered duty time. The PIC is the decision authority for extended shifts. The crew

chief must have the opportunity for a minimum of 8 hours uninterrupted sleep during each 24-hour period. (T-2)

2.1.9. **(Added-AFSOC)** Post-Mission Crew Rest (PMCR) (N/A to AFRC, ANG and AETC; 150 SOS follow MDS-specific operations procedures). Commanders shall give aircrew members returning to home station sufficient time to recover from cumulative effects of the mission and tend to personal needs. PMCR begins upon mission termination. A crew member in PMCR cannot be required to perform any activity that would encroach upon crew rest. Waivers will be considered only with the concurrence of the individual crew member. (T-3)

2.1.9.1. **(Added-AFSOC)** For missions that kept an aircrew off-station 16 hours or more, compute PMCR at the rate of 1 hour off for each 3 hours off-station, up to 96 hours. PMCR runs continuously until completed, and crew members will not enter pre-departure crew rest until PMCR expires.

2.1.10. **(Added-AFSOC)** Post-TDY stand-down. In accordance with AFSOC Stand-Down Policy Letter posted on the AFSOC Command Documentation SharePoint Site.

2.2. Flight Duty Period (FDP) (see Table 2.1). FDP may be waived by MAJCOM/A3 when an ORM assessment determines that mission requirements justify the increased risk. At MAJCOM/A3 discretion, waiver authority may be further delegated to no lower than the operations group commander (or equivalent).

2.2. (AFSOC) Flight Duty Period (FDP) (see Table 2.1). Maximum FDP. AFSOC/A3 delegates flight duty period waiver authority to operational group commanders or the designated COMAFSOF. See applicable MDS-specific operations procedures for additional flight duty restrictions.

2.2.1. FDP begins when an aircrew member reports for a mission, briefing, or other official duty and ends at final engine shutdown after the final flight of the completed mission. FDP for UAS aircrew member ends at final engine shutdown, final in-flight handover briefing, or final crew swap, whichever occurs last.

2.2.1.1. **(Added-AFSOC)** FDP includes both military and civilian work. It begins when the individual reports for his or her first duty period (military or civilian) and ends at final engine shutdown after the final flight of the completed mission. When crew members perform other duties prior to flight-related duties (including civilian work for AFRC and ANG crew members), FDP begins when reporting for other duties. (T-2)

2.2.1.2. **(Added-AFSOC)** FDP length will be determined during pre-mission planning. For example, if the planned mission duration is 15 hours from show time to termination, then a basic FDP is appropriate even if the crew is augmented. Once established, a basic FDP will not be changed to an augmented FDP, regardless of crew composition. (T-2)

2.2.1.3. **(Added-AFSOC)** FDP for flight examiners administering flight evaluations and not occupying a primary crew position will not exceed the augmented FDP for the design aircraft. (T-2)

2.2.1.4. **(Added-AFSOC)** FDP for dedicated preflight crews will not exceed 12 hours. Exception: FDP for ARC preflight crews is 16 hours for missions originating from the home station. (T-2)

2.2.1.5. **(Added-AFSOC)** The following applies to fixed-wing aircraft only. Maximum FDP is IAW Table 2.1. and the following restrictions:

2.2.1.5.1. **(Added-AFSOC)** Basic Aircrew. Tactical mission events below 3,000 feet AGL will be accomplished in the first 12 hours of the FDP. Tactical mission events at or above 3,000 feet AGL and one tactical approach to a full-stop landing may be accomplished up to 14 hours for combat, contingencies and exercises. Exception: ARC basic FDP is 16 hours for all missions originating from home station. (T-2)

2.2.1.5.2. **(Added-AFSOC)** Transport with Augmented Aircrew. Tactical mission events will be accomplished within the first 18 hours of the FDP. (T-2)

2.2.1.5.3. **(Added-AFSOC)** Consideration should be given to augmented crew changes made immediately prior to critical phases of flight. Normally, accomplishing the crew change 30 minutes prior to initiating the checklist for an event will allow the crew member time to acclimate and gain sufficient situational awareness.

2.2.1.5.4. **(Added-AFSOC)** Normally, if the aircraft is not capable of being airborne within 4 hours of scheduled departure time, the aircrew will be returned to crew rest or released from the flight (not applicable to AFRC/ANG). Exception: When RM and FDP restrictions permit, the PIC may accept the aircraft past 4 hours to accomplish priority mission events. (T-2)

2.2.1.5.5. **(Added-AFSOC)** If the autopilot is not operational or its use is denied for more than 4 hours (8 hours augmented), the FDP will be 12 hours (16 hours augmented). The use of altitude hold alone does not constitute use of an autopilot. If the autopilot fails after departure, continue to the next scheduled stop and then comply with the applicable FDP limitations in Paragraph 2.2.1.5.1 or Paragraph 2.2.1.5.2. (T-2)

2.2.1.5.6. **(Added-AFSOC)** AFSOC aircrews will accomplish proficiency training and functional check flights (FCF) within the first 12 hours of the FDP, regardless of crew complement. (T-2)

2.2.1.6. **(Added-AFSOC)** The following applies to vertical lift aircraft only (tilt-rotor FDP restrictions will be IAW the MDS-specific operations procedures). Maximum FDP is IAW Table 2.1. and the following restrictions:

2.2.1.6.1. **(Added-AFSOC)** Maximum FDP for training and FCF flights is 12 hours. (T-2)

2.2.1.6.2. **(Added-AFSOC)** Maximum FDP for contingency, exercise, deployment, and redeployment missions is 14 hours. No tactical training will be accomplished after 12 hours. (T-2)

2.2.1.6.3. **(Added-AFSOC)** Maximum FDP for AFRC rotary-wing aircraft is 14 hours for all training mission events, FCF flights, space center launch and recovery support missions and deployments originating from home station. For training/FCF missions that do not originate from home station, redeployments or contingencies and exercise missions, maximum FDP is 12 hours. (T-2)

2.2.1.6.4. **(Added-AFSOC)** Normally, if the aircraft is not capable of being airborne within 4 hours of scheduled departure time, the aircrew will be returned to crew rest or released from the flight (not applicable to AFRC/ANG). Exception: When RM and FDP restrictions permit, the PIC may accept the aircraft past 4 hours to accomplish priority mission events. (T-2)

2.2.2. When authorized by the waiver authority, the PIC may extend FDP a maximum of 2 hours to compensate for mission delays.

2.2.2. **(AFSOC)** AFSOC/A3 (AFRC/A3 for AFRC units, NGB/A3 for ANG units) authorizes PICs to extend the maximum flight duty period up to 2 hours during mission execution provided the mission priority justifies the risk. PICs should make every effort to contact their OG/CC or equivalent COMAFSOF prior to exercising this option. In cases where prior notice is not practical, PICs will report flight duty period extensions through their chain of command to the OG/CC or equivalent COMAFSOF upon landing. The intent of this exception is to allow PICs flexibility to adapt to unforeseen circumstances encountered during mission execution. Missions will not be planned to utilize this exception.

2.3. Post-Flight Duties. If official post-flight duties are anticipated to exceed 2 hours, commanders should consider reducing the FDP to ensure the safe completion of those duties.

Table 2.1. Maximum FDP (Hours).

Aircraft Type	Basic Aircrew	Augmented Aircrew
Single Piloted Aircraft	12	NA
Fighter, Attack or Trainer (Dual Control)	12	16
Bomber, Reconnaissance, Electronic Warfare, or Battle Management (Dual Control)	16	24
Tanker/Transport	16	NA
Tanker/Transport with Sleeping Provisions ¹	16	24
Rotary Wing (without Auto Flight Control System)	12	14
Rotary Wing (with Auto Flight Control System)	14	18
Utility	12	18
Unmanned Aircraft System (Single Control)	12	NA
Unmanned Aircraft System (Dual Control)	16	NA
Tilt-rotor	16	NA

NOTE 1: Sleeping provisions are crew bunks or other MAJCOM-defined rest facilities aboard the aircraft. Rest facilities should provide adequate privacy and noise levels to obtain suitable rest.

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Bomber, Reconnaissance, Electronic Warfare, or Battle Management (Dual Control)	16	24
Tanker/Transport ⁴	16	NA
Tanker/Transport with Sleeping Provisions ^{1/2/3}	16	24
Rotary Wing (without Auto Flight Control System)	12	14
Rotary Wing (with Auto Flight Control System)	14	18
Utility	12	18
Unmanned Aircraft System (Single Control)	12	NA
Unmanned Aircraft System (Dual Control)	16	NA
Tilt-rotor	16	NA
<p>NOTE 1: Sleeping provisions are crew bunks or other MAJCOM-defined rest facilities aboard the aircraft. Rest facilities should provide adequate privacy and noise levels to obtain suitable rest.</p> <p>Note 2: (Added) Minimum inflight sleeping provisions will be any combination of 3 bunks, litters or reclining crew rest seats. (T-2)</p> <p>Note 3: (Added) AC-130 aircraft will use Tanker/Transport FDP with Sleeping Provisions.</p> <p>Note 4: (Added) AFSOC manned ISR crews will use Tanker/Transport FDP</p>		

2.4. Deadhead Time. Deadhead time is an official duty performed by an aircrew member flying as a passenger (no flight-related duties performed) while on flight orders and may be flown without crew rest.

2.4.1. If flight-related duties are planned to be performed following deadheading, crew rest and FDP restrictions apply (T-2).

2.4.2. If in-flight or crew-specialty related duties (e.g., aircraft off-loading or performance data calculations) are performed in conjunction with deadheading, crew rest and FDP restrictions apply (T-2).

2.4.3. Deadhead crewmembers will be annotated as Mission Essential Personnel (MEP) on the Flight Authorization IAW AFI 11-401, Aviation Management (T-1).

2.5. Alert Duty. MAJCOMs establish alert and compensatory periods in keeping with mission requirements and risk management (RM).

2.5.1. **(Added-AFSOC) 150 SOS follow MDS-specific operations procedures.** Alert duty is defined as any period during which an alert crew member is on call to perform a specific mission. Prior to entering crew rest, crew members will be given an expected alert time for the mission. **(T-2)**

2.5.1.1. **(Added-AFSOC)** This paragraph applies to fixed-wing only. Provide a minimum of 2 hours (except ARC at home station) from arrival at aircraft to stations time for crew members to complete preflight duties, unless preflight duties have been accomplished. **Exception:** Light Tactical Fixed Wing. **(T-2)**

2.5.1.2. **(Added-AFSOC)** The following applies to vertical-lift aircraft only. If alert aircraft cannot be put up on alert within 2 hours of crew show at the aircraft, the alert crew will proceed to the spare. Total time to prepare the aircraft for alert will not exceed 4 hours. **(T-2)**

2.5.1.3. **(Added-AFSOC)** Alert personnel are those required to be on duty for the prompt execution of the mission. Alert crews will be readily available in a location that allows the crew to meet the required time to launch from notification. Suitable facilities include adequate sleeping accommodations for the entire crew. Publish flight authorizations for the alert crew to cover the entire alert tour. **(T-2)**

2.5.1.4. **(Added-AFSOC)** The alert duty period will begin at a scheduled time, which is determined by the unit/mission commander. The unit/mission commander will determine the length of the alert period, not to exceed 72 hours. **Exception:** For combat and contingency the OG/CC or equivalent COMAFSOF may extend the alert period. Pre-departure crew rest is waived for flight surgeons or medical technicians who are on alert duty for urgent aeromedical evacuation missions. **(T-2)**

2.5.1.5. **(Added-AFSOC)** The flight duty period will begin when the aircrew shows for flight duties. Crews may complete initial alert activities (e.g., briefing, preflight, cocking, engine run, or hover checks of their alert aircraft) without starting their FDP. This time should not exceed 3 hours (fixed wing) or 4 hours (rotary wing). **Exception:** If the aircrew is alerted while performing initial alert activities (e.g., briefing, preflight, cocking, engine run), FDP will be computed from the time the crew members first arrived.

2.5.1.5.1. **(Added-AFSOC)** A daily update brief may be accomplished without starting FDP. This brief can include weather, local NOTAMs, latest FCIF information, special instructions, and any other appropriate items. The PIC will determine which crew members will attend the brief. **(T-2)**

2.5.1.6. **(Added-AFSOC)** Flying the alert crew.

2.5.1.6.1. **(Added-AFSOC)** FDP starts when the crew reports for any duty within the alert period other than stated in [Paragraph 2.5.1.5](#). **(T-2)**

2.5.1.6.2. **(Added-AFSOC)** If the alert crew is launched and returns with FDP remaining, they may be launched again within the constraints of that FDP. **Exception:** If crew is returned to crew rest, they must complete the crew rest cycle prior to resuming alert status. **(T-2)**

2.5.1.7. **(Added-AFSOC)** If the alert crew completes 12 consecutive hours of crew rest between flights or official duties, the previous FDP period no longer applies and the cycle can be started anew provided the crew does not remain on alert for more than 72 hours after initially assuming alert. **Exception:** For combat and contingency the OG/CC or equivalent COMAFSOF may extend the alert period.

2.5.1.8. **(Added-AFSOC)** The alert crew will not be used as a preflight or engine run crew for aircraft other than their alert aircraft, or perform other official duties (e.g., additional duties, commander's call, safety meetings, etc.). **(T-2)**

2.5.1.9. **(Added-AFSOC)** An alert crew will not remain in alert status for more than 2 consecutive 72-hour periods. The crew will receive 12 hours of pre-mission crew rest between the first and second alert periods if the alert is for an exercise. **(T-2) Exception:** For combat and contingency the OG/CC or equivalent COMAFSOF may extend the number of alert periods.

2.5.1.10. **(Added-AFSOC)** Provide post-alert crew rest for alert crews who cannot conduct routine activities (i.e., meals, laundry, exercise, etc.) from their alert location. Provide 1 hour of free time for every 3 hours on alert. This time off does not include the normal 12 hours for crew rest prior to assuming another alert period or flying mission. **(T-2)**

2.6. Maximum Flying Time. Maximum flying time is 56 flight hours per 7 consecutive days, 125 flight hours per 30 consecutive days, and 330 flight hours per 90 consecutive days.

2.6.1. Maximum flying time may be waived by MAJCOM/A3 when an ORM assessment determines that mission requirements justify the increased risk. At MAJCOM/A3 discretion, waiver authority may be further delegated to no lower than the operations group commander (or equivalent).

2.7. Flight Readiness Limitations.

2.7.1. Aircrew members will not fly:

2.7.1.1. Anytime the crewmember has not obtained the appropriate crew rest IAW [paragraph 2.1](#). **(T-2)**.

2.7.1.2. If any alcohol is consumed within 12 hours prior to takeoff (or assuming aircraft control for UAS) or if impaired by alcohol or any other intoxicating substance, to include the effects or after-effects **(T-0)**.

2.7.1.3. Anytime a physical or psychological condition is suspected or known to be detrimental to the safe performance of flight duty. Consult a flight surgeon at the earliest opportunity.

2.7.1.4. While self-medicating, except IAW the "Official Air Force Aerospace Medicine Approved Medications" found in AFI 48-123, *Medical Examinations & Standards* **(T-1)**.

2.7.1.5. Within 24 hours of compressed gas diving including SCUBA, surface supplied diving, hyperbaric (compression) chamber exposure, or aircraft pressurization checks exceeding 10 minutes in duration below sea level; these restrictions not applicable to UAS flight operations **(T-1)**. **Exceptions:** Following Helicopter Emergency Egress Device System (HEEDS) training, aircrew may only fly within the 24-hour window if the aircraft's maximum altitude remains below 10,000 ft. MSL. Air Force divers on aeronautical orders will follow guidelines IAW SS521-AG-PRO-010 U.S. Navy Diving Manual for flying and diving restrictions **(T-1)**.

2.7.1.6. Within 12 hours after completion of a hypobaric (altitude) chamber flight above 25,000 ft. mean sea level (MSL) **(T-1)**. Personnel may fly as passengers in aircraft during

this period provided the planned mission will maintain a cabin altitude of 10,000 ft. MSL or less. For altitude chamber flights to a maximum altitude of 25,000 ft. MSL or below, aircrew members may fly without restriction as crewmembers or passengers if cabin altitude is not planned to exceed 15,000 ft. MSL (this restriction not applicable to UAS flight operations). There are no restrictions following Reduced Oxygen Breathing Device (ROBD) training.

2.7.1.7. Within 72 hours after donating blood, plasma, or bone marrow (T-1).

2.7.2. **Medical.** Aircrew members must maintain a medical clearance from the flight surgeon to perform in-flight duties (T-1). Medical or dental treatment obtained from any source must be cleared by a flight surgeon prior to reporting for flight duty (T-1).

2.7.2.1. Use of any medication or dietary supplements is governed by AFI 48-123 and as approved by a flight surgeon. Aircrew members will not normally self-medicate (T-1). In the absence of other MAJCOM guidance, the following is a partial list of medications that may be used without medical consultation:

2.7.2.1.1. Single doses of over-the-counter (OTC) aspirin, acetaminophen, ibuprofen to provide analgesia for minor self-limiting conditions.

2.7.2.1.2. OTC skin antiseptics, topical anti-fungals, 1% hydrocortisone cream, or benzoyl peroxide for minor wounds and skin diseases which do not hinder flying duties or wear of personal protective equipment.

2.7.2.1.3. OTC antacids for mild isolated episodes of indigestion.

2.7.2.1.4. OTC hemorrhoidal suppositories.

2.7.2.1.5. OTC bismuth subsalicylate for mild cases of diarrhea.

2.7.2.1.6. OTC oxymetazoline or phenylephrine nasal sprays may be carried should unexpected ear or sinus block occur during flight. Aircrew may only use such sprays as “get me downs.” Do not use to treat head symptoms prior to flight.

2.7.2.1.7. **(Added-AFSOC)** Except as authorized in **Paragraph 2.7.2.1** of the basic instruction, aircrew members will not self-medicate with any medication, except as noted in **Paragraph 2.7.2.1** without explicit authorization from both the appropriately designated FS and the unit commander. Medications in the Aircrew Over-the-Counter medication list (Approved Over the Counter Aircrew Medications [https://kx2.afms.mil/kj/kx4/FlightMedicine/Documents/Standards/Official aircrew medication list OTC-9%20Jan%202014.doc](https://kx2.afms.mil/kj/kx4/FlightMedicine/Documents/Standards/Official_aircrew_medication_list_OTC-9%20Jan%202014.doc)) can be used without medical consultation or DNIF when used as noted in the list. (T-2)

2.8. Alertness Management and Fatigue Mitigation. MAJCOMs will provide guidance to address aircrew alertness and fatigue management.

2.8. (AFSOC) Alertness Management and Fatigue Mitigation. See **Paragraph 2.10** for Commander’s Responsibilities for Alertness Management.

2.8.1. **Fatigue Countermeasure Medications.** MAJCOMs will provide guidance on the use of go and no-go medications IAW AF/SG policy.

2.8.1.1. **(Added-AFSOC)** Aircrew shall never use medications as a first-choice counter-fatigue management tool. The use of FCMs is restricted to operational missions and operational readiness exercises. When FCMs are authorized, their use remains voluntary at the discretion of the individual aircrew member. **(T-2)**

2.8.1.2. **(Added-AFSOC)** See AFSOCI 48-1010, *Aeromedical Special Operations* for guidance on operational use of Go/No-Go medications as counter-fatigue measures. **(T-2)**

2.8.1.3. **(Added-AFSOC)** “Go” Medications. The use of Dextroamphetamine (Dexedrine) is no longer authorized. Modafinil (Provigil) is not authorized for any AFSOC aircrew member on flight duty. **Exception:** AFSOC Battlefield Airmen [Combat Rescue Officers (CROs), Special Tactics Officers (STOs), Para-Jumper/Pararescuemen (PJs), Combat Controllers (CCT), Special Operations Weather Teams (SOWT), and AFSOC assigned Tactical Air Control Party (TAC-P) personnel] are authorized to use Modafinil as a “Go Pill” (after ground testing) IAW AFSOCI 48-1010. Aircrew ground testing is authorized, but not necessary. Go medications not consumed during ground testing will be turned into the appropriate authority as soon as possible. **(T-2)**

2.8.2. **Controlled Cockpit Rest.** Controlled cockpit rest may be implemented when the basic aircrew includes a second qualified pilot. All cockpit crewmembers must remain at their stations (T-0). Cockpit rest will be taken by only one crewmember (per crew position, as applicable) at a time, must be restricted to non-critical phases of flight during cruise, terminate one hour prior to planned descent, and should be limited to 45 minutes per rest period (T-2). More than one rest period per crewmember is permitted. Cockpit rest is not authorized when aircraft system malfunctions increase cockpit workload (e.g., autopilot, navigation systems) (T-1). The resting crewmember must be awakened immediately if a situation develops that affects flight safety (T-1). Cockpit rest shall not be a substitute for any required crew rest (T-1).

2.8.3. Flight publications describe procedures for loss of pressurization, oxygen, cockpit temperature control, inoperative autopilot, and other in-flight malfunctions or emergencies that restrict flight duration and contribute to aircrew fatigue. Such limitations within flight publications take precedence over less restrictive standards in this instruction.

2.9. Aircrew Flight and Survival Equipment. Wear and use authorized clothing and equipment IAW AFI 11-301, Volume 1, *Aircrew Flight Equipment (AFE) Program*; AFI 16-1301, *Survival, Evasion, Resistance and Escape (SERE) Program*; MAJCOM or wing guidance; Special Instructions (SPINS); the aircraft technical order (T.O.); and AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel* (T-1).

2.9. (AFSOC) Aircrew Flight and Survival Equipment. See applicable MDS-specific operations procedures for additional guidance on the wear and use of personal and survival equipment.

2.9.1. **Spectacles.** Crewmembers who require corrective spectacles while performing aircrew duties must only use Air Force-provided spectacles as outlined in AFI 48-123, *Medical Examinations and Standards* (T-1). Crewmembers must also carry a spare set of clear Air Force-provided spectacles while performing aircrew duties (T-1).

2.9.2. **Sunglasses.** Consult AFI 48-123, *Medical Examinations and Standards*, to determine the types of sunglasses approved for flight (T-1).

2.9.3. **Contact Lenses.** Crewmembers who desire contact lenses must consult a flight surgeon, meet criteria, and follow guidelines outlined in AFI 48-123, *Medical Examinations and Standards* (T-1). While performing aircrew duty, comply with paragraph 2.9.1.

2.9.4. **Laser Eye Protection.** MAJCOMs that permit aircrew laser eye protection will publish specific guidance on training and use prior to in-flight use. Aircrew will follow AFI 11-301, Volume 4, *Aircrew Laser Eye Protection (ALEP)*, when potential laser hazards exists.

2.9.4.1. **(Added-AFSOC)** Wear ALEP when directed by COMAFSOF or applicable mission execution authority. **(T-2)**

2.9.5. **Night Vision Devices (NVDs).** Crewmembers must undergo a MAJCOM-approved initial certification course IAW AFI 11-202, Volume 1, *Aircrew Training*, prior to their initial flight with NVDs (T-1). If wearing clear spectacles, contact lenses, or laser eye protection with NVDs, conduct preflight adjustments wearing both (T-1).

2.9.5.1. **(Added-AFSOC)** Aircrew should preflight NVDs with a certified tester (Hoffman 20/20 Infinity tester if available) prior to each NVD flight to ensure proper operation and optimum night visual enhancement. Aircrew will document their visual acuity on the approved NVD preflight log. See applicable MDS specific operations procedures for guidance on the use of NVDs during aircraft operations. **(T-2)**

2.9.6. **Flashlights** (N/A for UAS). Each crewmember must have an operable flashlight for night operations (T-2).

2.9.7. **(Added-AFSOC)** AFSOC aircrews are authorized to wear Aircrew Eye and Respiratory Protection System (AERPs) IAW MDS specific training and operations procedures.

2.10. (Added-AFSOC) Commander's Responsibilities for Alertness Management.

2.10.1. **(Added-AFSOC)** As much as practical, commanders should plan missions to allow aircrew crew rest during their normal sleep cycle. Commanders at all levels will emphasize non-pharmacological methods of combating fatigue. To the maximum extent possible, provide crew rest facilities that are cooled, darkened and quiet enough to allow for adequate rest. The OG/CC or equivalent COMAFSOF will ensure RM programs at the unit level account for the use of approved fatigue countermeasure medications (FCMs). **(T-2)**

2.10.2. **(Added-AFSOC)** The OG/CC or equivalent COMAFSOF shall consider coordination with the supporting flight surgeon (FS) when any mission falls into any of the following categories. For recurring alert or mission profiles, pre-mission FS advisories are not required; periodic coordination is acceptable: **(T-2)**

2.10.2.1. **(Added-AFSOC)** Contingency missions launched during the established sleep cycle with a FDP of greater than 8 hours. **(T-2)**

2.10.2.2. **(Added-AFSOC)** Crew rest facilities lacking an optimal sleeping environment (cooled, darkened and quiet). **(T-2)**

2.10.2.3. **(Added-AFSOC)** Off-station missions that are 4 or more time zones from home station with inadequate acclimatization time. For westward travel allow 1 day per time zone and for eastward travel allow 1 1/2 days per time zone for acclimatization. **(T-2)**

2.10.2.4. **(Added-AFSOC)** Rotating schedules (stair-stepped flying schedules) with FDP greater than 9 hours. These are schedules that require progressively later show times (schedules forward) or progressively earlier show times (schedules backward).

2.10.2.5. **(Added-AFSOC)** Missions that run consistently near a 14-hour (or greater) duty day.

Chapter 3

GENERAL FLIGHT RULES

3.1. Professional Flying Standards.

3.1.1. **Reckless Flying.** The PIC is responsible for ensuring the aircraft is not operated in a careless, reckless, or irresponsible manner that could endanger life or property (T-0).

3.1.2. **Unauthorized Flight Demonstrations.** Unauthorized or impromptu flight demonstrations, maneuvers, events, or “fly-bys” are prohibited. AFI 11-209, *Aerial Event Policy and Procedures*, addresses authorized flight demonstrations (T-1).

3.2. Nonrated Flyers. Flying unit commanders must ensure nonrated personnel and civilians who perform in-flight duties receive an indoctrination course on MDS-specific missions, egress, emergency procedures, and use of flight and emergency equipment (T-1). A preflight briefing does not qualify as an indoctrination course.

3.3. Transporting Passengers Under the Influence. Ensure personnel suspected to be under the influence of intoxicants or narcotics are not allowed to board a USAF aircraft except in an emergency or when authorized by command and control authority (T-0).

3.4. Tobacco Use. Tobacco use in all forms, including electronic nicotine delivery systems, is prohibited on all aircraft (T-1).

3.5. Transport of Drugs. Do not allow the transport of narcotics, controlled substances, or other dangerous drugs unless such transport has been approved by a US Military, Federal, or State authority (T-0).

3.6. Hazardous Cargo. Ensure compliance with AFJI 11-204, *Operational Procedures For Aircraft Carrying Hazardous Material* (T-1).

3.7. light Displays. Comply with MAJCOM or MDS-specific guidance for configuration of pilot-selectable flight displays.

3.8. Authorized Resources for Flight and Mission Related Duties. Conduct flight and mission-related duties with MAJCOM-approved devices and resources. MAJCOMs will establish policy on the use of personal, public, or non-DoD resources for flight and mission duties (e.g. personally-owned devices, non-DoD networks, commercial websites, etc.).

3.8. (AFSOC) Authorized Resources for Flight and Mission Related Duties. Conduct mission planning and flight duties IAW this publication. (T-2)

3.9. Portable Electronic Devices (PEDs). The PIC will prohibit the use of any PED suspected of creating interference with systems on the aircraft (T-0).

3.9.1. **Non-Transmitting PEDs.** The following may be used at any time or altitude: portable voice recorders, hearing aids, heart pacemakers, electric shavers, calculators, watches, or any other portable electronic device authorized by the MAJCOM (in coordination with the MDS Systems Program Office (SPO)).

3.9.2. **Transmitting PEDs.** MAJCOM/A3 (in coordination with the MDS SPO) may authorize use of PEDs at any altitude with transmitters ON or OFF. In the absence of MAJCOM guidance, the PIC may authorize use of PEDs at or above 10,000 ft. MSL with transmitter OFF (e.g. Airplane Mode).

3.9.2. (AFSOC) **Transmitting PEDs.** See [Attachment 9](#) for approved PEDs, to include EFBs, on AFSOC aircraft.

3.9.3. **PED Connection to Aircraft.** MAJCOMs may authorize electrical connection of PEDs to aircraft power, data, or antennae with aircraft Program Manager approval. MAJCOMs will provide any applicable restrictions.

3.9.3. (AFSOC) **PED Connection to Aircraft.** Laptop computers and GPS units that interface with the navigation system data bus are not considered portable electronic devices and must be certified. (T-2) The certification letters indicating the computers and GPS units tested and any restrictions to their use are available by contacting AFSOC/A6W.

3.9.3.1. (Added-AFSOC) For devices authorized to connect to aircraft power see [Attachment 9](#). (T-2)

3.9.4. **PEDs used for Flight or Mission Duties.**

3.9.4.1. Information displayed on PEDs used to facilitate operation of the aircraft (e.g. Tech Orders, takeoff and landing data (TOLD)) will only be used as approved IAW AFI 11-215, *USAF Flight Manuals Program (FMP)* (T-1).

3.9.4.2. PEDs used to facilitate execution of the mission (e.g. portable electronic flight bags, portable Global Positioning System (GPS) units) will only be used as authorized by the MAJCOM. MAJCOMs (in coordination with the MDS SPO) will evaluate PEDs to minimize risks associated with mission completion, safety, and security.

3.9.4.2.1. (Added-AFSOC) AFSOC, AFRC and ANG aircrews are authorized to use Portable GPS Units (PGUs) as outlined in [Paragraph 3.9.2](#). PGUs that are not certified IAW [Paragraph 3.9.2](#). are authorized for use only in VMC, by specifically trained crew members, and only when designated by the applicable MDS-specific instruction. (T-2) (Waiver authority for ANG is NGB/A3 until operational control is transferred).

3.9.4.2.2. (Added-AFSOC) EFBs approved for use by AFSOC aircrews will be listed on the AFSOC/A3V SharePoint Team Site. Initial approval will be published via FCIF. (T-2)

3.9.4.2.3. (Added-AFSOC) Prior to in-flight use of EFBs, AFSOC crew members will be trained IAW an AFSOC/A3T-approved syllabus. (T-2)

3.9.4.3. MAJCOMs (in coordination with the MDS SPO), will publish guidance on use of personally-owned hardware or software.

3.9.4.3.1. (Added-AFSOC) AFSOC aircrews will use only unit issued hardware and software for mission and flight duties. (T-2)

3.9.5. **Photo and Video Recording Devices.** Pilot use of handheld photo or video recording devices is prohibited when that pilot is the only one with immediate access to the flight controls (T-3).

3.9.6. **Medical Equipment.** Normally, only medical equipment referenced in the aircraft flight manual, MDS-specific instruction, or listed in the Air Force Medical Logistics website is permitted. See <https://medlog.us.af.mil/>

3.10. Aircraft Movement on the Ground. Comply with AFI 11-218, *Aircraft Operations and Movement on the Ground*, and locally published procedures (T-1).

3.10.1. **Clearances.** Obtain clearance from ATC before taxiing, proceeding onto a runway, takeoff or landing at an airport with an operating control tower (T-0). Precisely read back all taxi and hold short instructions (T-0). If a taxi route requires crossing any runway, hold short until obtaining specific clearance to cross each runway (T-0). Do not taxi across or onto the assigned runway without clearance from ATC (T-0).

3.10.2. **Surface Movement Guidance and Control System (SMGCS).** Obtain MAJCOM-directed training and certification before participating in SMGCS taxi operations (T-0). MAJCOMs shall publish MDS-specific guidance for aircrew required to operate at SMGCS locations in low visibility. See AFI 11-218 for further guidance.

3.10.2. (AFSOC) **Surface Movement Guidance and Control System (SMGCS).** SMGCS taxi operations will not be conducted solely for purposes of operational checks or repositioning the aircraft. All pilots will receive SMGCS training IAW AFI 11-218 before conducting SMGCS operations. Document airport certifications in the aircrew training folder. Training may be conducted by either of the following (T-2):

3.10.2.1. (Added-AFSOC) Any instructor pilot, or;

3.10.2.2. (Added-AFSOC) An aircraft commander who has previously conducted SMGCS operations at the planned location.

3.10.3. (Added-AFSOC) Lack of SMGCS certification does not restrict crews from filing or using SMGCS locations as alternate or divert airfields.

3.11. Crew at Stations. Crewmembers must occupy their assigned duty stations from takeoff to landing unless absence is normal in the performance of crew duties or in connection with physiological needs (T-0). Pilots shall not leave their duty station unless another qualified pilot establishes control of the aircraft (T-0).

3.12. Sterile Cockpit. In the absence of MAJCOM guidance, aircrew of fixed-wing aircraft shall minimize non-essential cockpit conversations and other extraneous activities which could interfere with flight duties when below 10,000 ft. MSL, during critical phases of flight, and during all taxi operations.

3.13. Inflight Reporting. See also AFI 10-206, *Operational Reporting*.

3.13.1. **Flight Safety Conditions.** Immediately report hazardous weather conditions, wake turbulence, volcanic activity, large concentrations of birds or wildlife on or near the airfield, or any other significant flight condition that may affect aviation safety to the appropriate controlling agency (T-1). See pilot report (PIREP) procedures in the *Flight Information Handbook* (FIH).

3.13.2. **Minimum or Emergency Fuel Advisory.** Declare “minimum fuel” or “emergency fuel” to the appropriate controlling agency when the aircraft may land at the intended destination with less than the MDS-specific minimum or emergency fuel reserves.

3.13.3. **Position Reports.** Report position as requested by ATC, host-nation procedures, or ICAO procedures (T-0). See IFR Supplement for position report format.

3.13.4. **Hazardous Laser Activity.** Report any hazardous laser activity. Reference AFI 11-301V4, *Aircrew Laser Eye Protection (ALEP)*, for specific actions (T-1).

3.13.5. **Electromagnetic Interference.** Report any electromagnetic interference IAW Joint Spectrum Interference Resolution (JSIR) procedures in the FIH and AFI 10-707, *Spectrum Interference Resolution Program* (T-1).

3.14. Oxygen and Pressurization Requirements (N/A for UAS).

3.14.1. **Oxygen.** Ensure sufficient oxygen for the planned mission is available to all occupants before takeoff (T-0). Normally, aircrew will use supplemental oxygen any time the cabin altitude exceeds 10,000 ft. MSL.

3.14.2. **Unpressurized Operations.** When mission essential, aircrew trained IAW AFI 11-403, *Aerospace Physiological Training Program*, may operate aircraft unpressurized up to Flight Level (FL) 250 IAW MAJCOM guidance and the following restrictions (T-1):

3.14.2.1. Without supplemental oxygen :

3.14.2.1.1. Altitude is limited to 14,000 ft. MSL (T-0).

3.14.2.1.2. Flight time between 10,000 and 12,500 ft. MSL is unrestricted, but shall not exceed 1 hour if any portion of the flight is conducted in IMC, at night (with or without NVDs), while employing weapons, conducting airdrop, air-refueling, or if performing high-g maneuvers (T-1).

3.14.2.1.3. Flight time between 12,500 and 14,000 ft. MSL shall not exceed 30 minutes (T-0).

3.14.2.1.4. If any occupant is not trained IAW AFI 11-403, altitude and flight time are limited to 13,000 ft MSL and 3 hours, but shall not exceed the limits in [paragraphs 3.14.2.1.2](#) and [3.14.2.1.3](#) (T-1).

3.14.2.2. Supplemental oxygen must be used by all occupants between 14,000 ft. MSL and FL250. Do not exceed FL250 unless occupants are wearing functional pressure suits (see paragraph 3.14.7) (T-1).

3.14.3. **Pressurized Operations.** Pilots flying pressurized operations will normally maintain a cabin altitude below 10,000 ft. and comply with the supplemental oxygen requirements in [Table 3.1](#). (T-1). If cabin altitude is between 10,000 ft. MSL and FL250, comply with [paragraph 3.14.2](#) (T-1).

Table 3.1. Oxygen Requirements for Pressurized Aircraft.

	Pilot(s) ¹	Cockpit Crew ²	Other Flight Deck Crew	Cabin/Cargo Area Crew	Pax
10,000 ft. through FL 250	R	R	R	A	NA
Above FL 250 to FL 350	One I/One R	R	R	A	A
Above FL 350 to FL 410 (two pilots at controls)	I	R	R	A	A
Above FL 350 to FL 410 (one pilot at controls)	One O/One A	I	R	A	A
Above FL 410 to FL 450	One O/ One I	I	R	A	A
Above FL 450 to FL 500	One O/ One I	I	I	A	A
Above FL 500 to FL 600	G	G	G	G	G
Above FL 500 (Sustained)	S	S	S	S	S

NOTE 1: Single-pilot aircraft must follow the most restrictive guidance in this table.

NOTE 2: Cockpit crew is defined as those crew positions with access to flight controls or responsibility for flight engineer panel, communication, or navigation systems.

LEGEND:

A - Oxygen available. Carry or place portable oxygen units or extra oxygen outlets with masks throughout the cabin/cargo area so that any person has quick access to oxygen should a loss of pressurization occur

R - Oxygen readily available. A functioning system and mask shall be located within arm's reach, and the regulator must be set to 100 percent and ON (when regulator is adjustable).

I - Oxygen immediately available. Must wear helmets with an oxygen mask attached to one side, or have available an approved quick-don style mask properly adjusted and positioned. Regulators shall be set to 100 percent and ON.

O - Oxygen mask ON. Regulator ON and normal.

G - Wear a partial pressure suit. Suit must provide 70mm Hg of assisted positive pressure breathing for altitude (pressure breathing for altitude system/get-me-down scenario).

S-Wear a pressure suit. Suit must provide a total pressure (atmospheric plus suit differential) of at least 141 mm Hg to the head and neck with adequate body coverage to prevent edema and embolism.

3.14.4. Procedures for Loss of Cabin Pressure. Initiate an immediate descent to the lowest practical altitude, preferably below 18,000 ft. MSL. Do not allow cabin altitude to remain above FL250 unless occupants are wearing functional pressure suits. If any occupant lacks functioning oxygen equipment, descend to an altitude of 13,000 ft. MSL or less (terrain or fuel requirements permitting) and comply with [paragraph 3.14.2](#).

3.14.4.1. If cabin altitude exceeds 18,000 ft. MSL following the unintended loss of cabin pressure, aircrew and passengers must be evaluated by a flight surgeon or other aviation medical authority prior to further flight (T-1). If cabin altitude cannot be determined, use

the aircraft altitude at the time of the event. Report a loss of cabin pressurization IAW AFMAN 91-223.

3.14.5. **Decompression Sickness (DCS).** If any occupant exhibits DCS symptoms, descend as soon as practical and land at the nearest suitable installation where medical assistance can be obtained. Individuals suspected of DCS shall be administered and remain on 100% oxygen (using tight-fitting mask or equivalent) until evaluated by an aviation medical authority. Decompression sickness may occur up to 12 hours after landing. Aircrew will not fly after a DCS event without specific authorization from a flight surgeon (T-1).

3.14.6. **Hypoxia.** If anyone on the aircraft experiences hypoxia symptoms, descend immediately to the lowest practical altitude and land at a suitable location to obtain medical assistance. Aircrew will not fly after a hypoxia event without specific authorization from a flight surgeon (T-1). For hypoxia symptoms caused by an On-Board Oxygen Generation System (OBOGS), follow MDS-specific guidance.

3.14.7. **High Altitude Operations.** Without functional pressure suits, maintain a cabin altitude below FL250 and adhere to the time limits in Table 3.2. (T-1). For high-altitude airdrop missions, use the oxygen requirements in AFI 11-409, *High Altitude Airdrop Mission Support Procedures*. If the aircraft lands between missions and the time on the ground equals or exceeds the time spent at or above a cabin altitude of FL210, the time of allowable duration can be reset to the maximum (T-1).

Table 3.2. Cabin Altitude Time Limits (DCS Prevention) (N/A for U-2 Operations).

Time (minutes)	Cabin Altitude (ft. MSL)
0	At or Above FL 250
45	24,000 – 24,999
70	23,000 – 23,999
120	22,000 – 22,999
200	21,000 – 21,999

3.15. Aircraft Lighting. Operate aircraft lighting according to the following guidance or IAW host-nation rules and theater SPINS (T-0):

3.15.1. **Position Lights.** Illuminate position lights (one per side minimum) between official sunset and sunrise (T-0); and,

3.15.1.1. When an engine is starting or running. Aircraft that do not have power available before start shall turn them on as soon as power is available (T-0); or,

3.15.1.2. While being towed, or when parked in an area likely to create a hazard, unless clearly illuminated by an outside source (T-0).

3.15.1.3. **(Added-AFSOC)** Except as approved for NVG/covert operations (IAW MDS-specific guidance), if aircraft are capable, position lights will be set to “flash” during ground operations and “steady” during flight. **(T-2)**

3.15.2. **Anti-collision or Strobe Lights.** If equipped, turn anti-collision or strobe lights on from just prior to engine start until engine shutdown (T-0).

3.15.2.1. Aircraft that do not have power available before engine start shall turn anti-collision or strobe lights on as soon as power is available (T-0).

3.15.2.2. Flashing lights may be switched off or reduced in intensity if they adversely affect the performance of duties, or subject an outside observer to harmful glare (T-0).

3.15.2.3. **(Added-AFSOC)** Except as approved for NVG/covert operations (IAW MDS-specific guidance), the upper anti-collision light will be on prior to engine start. If strobe lights are installed, the inhibit switch will be set to the “anti-collision” position prior to engine start. **(T-2)**

3.15.2.4. **(Added-AFSOC)** Aircraft equipped with red/white strobe lights should utilize red strobe lights at night and white strobe lights during the daylight.

3.15.3. **Landing Lights.** If equipped, landing lights should be turned on when takeoff clearance is received, when commencing takeoff roll at an airport without an operating control tower, or when operating below 10,000 ft. MSL within normal MDS-specific operating procedures. Unless safety or mission dictates, use landing lights when on an active runway (e.g., taxi exercise, taxiing onto a runway, or specific instructions).

3.15.3. **(AFSOC) Landing Lights.** See applicable MDS-specific operations procedures for additional guidance on overt/covert landing lights.

3.15.4. **Reduced Aircraft Lighting.** MAJCOMs may authorize reduced or lights-out operations in restricted areas, warning areas, host-nation approved areas, or designated airfields. Designated airfields shall be documented in a Letter of Agreement (LOA) (T-1).

3.15.4. **(AFSOC) Reduced Aircraft Lighting.** AFSOC aircraft are authorized to conduct reduced or lights-out operations in restricted, warning or Host Nation approved areas. Aircraft will display normal aircraft lighting outside these areas.

3.16. Airfield Lighting.

3.16.1. Fixed-wing operations at night:

3.16.1.1. Must comply with MDS-specific operating instructions, including comprehensive risk management (RM) measures (such as infrared (IR) lighting requirements, NVD usage, non-participating aircraft procedures, NOTAM issuance, weather and lunar illumination requirements and RM assessments) (T-2).

3.16.1.1.1. In the absence of MDS-specific operating instructions, do not conduct operations from a runway unless it is outlined with operable lighting or high-intensity runway reflective markers and is clearly discernible (T-2).

3.16.1.1.1.1. **(Added-AFSOC)** AFSOC aircraft may operate from unlit runways or landing zones during contingency operations, exercises, and training at locations where only participating aircraft and ground parties are involved. The following additional restrictions apply:

3.16.1.1.1.2. **(Added-AFSOC)** Operations will be IAW MDS-specific instructions that specify crew procedures and restrictions regarding NVD usage. **(T-2)**

3.16.1.1.1.3. **(Added-AFSOC)** Participating aircrews and ground parties will operate on the ground with the aid of NVDs to ensure collision avoidance. **(T-2)**

3.16.1.1.1.4. **(Added-AFSOC)** All operations will be coordinated with airfield management and tower or controlling agency (STS, CCT, etc.) to ensure only personnel involved in the operation are allowed in the vicinity of the aircraft operating without lights. Coordination will take place prior to operating aircraft blacked-out on any airfield. Aircraft lighting will be IAW **Paragraph 3.15.4.** **(T-2)**

3.16.1.2. Are restricted to military airfields or civilian airports with an appropriate LOA during non-contingency operations from unlighted runways or landing zones (or those using high-intensity runway reflective markers) **(T-0)**.

3.16.2. Covert IR runway lighting used by qualified crews equipped with NVDs meets the intent of lighted landing surface.

3.16.3. **Extreme Latitudes** . In Alaska, areas located north of 60° North latitude, Antarctica, and areas located south of 60° South latitude, aircraft may be operated to unlighted airports during the period of civil twilight.

3.17. Right-of-Way. Each pilot must take whatever action is necessary to avoid collision, regardless of who has the right-of-way. The yielding aircraft must not pass over, under, abeam, or ahead of the other aircraft until well clear.

3.17.1. **Distress.** Aircraft in distress have the right-of-way over all other air traffic.

3.17.2. **Converging.** When converging at approximately the same altitude (except head-on or approximately so), the aircraft to the other's right has the right-of-way. Aircraft of different categories have the right-of-way in the following order of priority: balloons, gliders, aircraft towing or refueling other aircraft, airships, rotary- or fixed-wing aircraft.

3.17.3. **Approaching Head-On.** If aircraft are approaching each other head-on or approximately so, each shall alter course to the right **(T-0)**.

3.17.4. **Overtaking Aircraft.** An overtaken aircraft has the right-of-way. The overtaking aircraft must alter course to the right **(T-0)**.

3.17.5. **Landing.** An aircraft established on final approach has the right-of-way over other aircraft on the ground or in the air, except when two or more aircraft are approaching to land. In this case, the aircraft at the lower altitude has the right-of-way but it shall not use this advantage to cut in front of or overtake the other **(T-0)**.

3.18. Detect and Avoid. When meteorological conditions permit, pilots under instrument flight rules (IFR) or visual flight rules (VFR), whether or not under radar control, are responsible for avoiding traffic, terrain/obstacles, and environmental hazards.

3.18.1. Standard IFR separation is provided between aircraft operating under IFR in controlled airspace. Within the National Airspace System (NAS), ATC provides traffic

advisories on VFR aircraft on a time-permitting basis. Outside the NAS, consult ICAO and country-specific guidance outlined in the FCG and FLIP.

3.18.2. UAS without approved sense and avoid capabilities will be operated under specific arrangements with appropriate aviation authorities (e.g., FAA, host nation, or military control) (T-0).

3.19. Proximity of Aircraft. Do not allow the aircraft to be flown so close to another that it creates a collision hazard (T-0). Use 500 ft of separation as an approximate guide except for:

3.19.1. Authorized formation flights.

3.19.2. Emergency situations requiring assistance from another aircraft. If an emergency requires visual checks of an aircraft in distress, exercise extreme care to ensure this action does not increase the overall hazard. The capabilities of the distressed aircraft and the intentions of the crews involved must be considered before operating near another aircraft in flight.

3.19.3. MAJCOM-approved maneuvers in which participants are aware of the nature of the maneuver and qualified to conduct it safely (e.g. interceptor visual identification training).

3.20. Dropping Parachutists, Stores, or Other Objects. Do not allow objects to be dropped except in an emergency or for mission accomplishment (T-2). Report any accidental loss of equipment, aircraft parts, or cargo IAW AFI 10-206 and AFMAN 91-223.

3.20. (AFSOC) Dropping Parachutists, Stores, or Other Objects. See applicable MDS-specific operations procedures for additional airdrop guidance.

3.21. Fuel Jettison. Do not jettison fuel except in an emergency or when required for mission accomplishment (T-2). When jettisoning fuel and circumstances permit, provide the appropriate ATC or flight service facility with intentions, altitude, location, and completion time. Report any jettisoning of fuel IAW AFI 10-206.

3.22. Radio, Laser, and Other Electromagnetic Emitter Restrictions. Equipment which transmits radio, laser, or other energy will only be operated for the intended purpose and in the authorized manner to prevent unintentional interference, damage, or injury (T-0).

3.23. Communication, Navigation, and Surveillance Equipment. Operate equipment as authorized by the MAJCOM (in coordination with the MDS SPO). MAJCOMs will establish tactical operations guidance. When operating in controlled airspace under IFR, immediately report to ATC the loss or impairment of navigational, air-to-ground communications, or surveillance capability IAW the FIH (T-0).

3.23. (AFSOC) Communication, Navigation, and Surveillance Equipment. Operate equipment IAW 11-2MDS guidance. (T-2)

3.23.1. **Transponders.** Operate the transponder IAW ATC instructions, host nation procedures, MAJCOM directives, and theater SPINS. In the NAS, transponders will be operated in controlled airspace, including Mode C if installed, on the appropriate code or as assigned by ATC (T-0). Prior to aircraft movement at civil airports, transponders will be "ON" in the altitude reporting mode (T-0). At all other airports, unless local procedures dictate otherwise, transponders should be turned to the "ON" or normal altitude reporting mode.

3.23.1.1. **Mode S Flight ID.** Prior to each flight, ensure the Mode S Flight ID matches the call sign entered exactly on the flight plan with no embedded spaces, dashes, extra characters, or added zeros (T-0). When the flight plan call sign is less than seven characters, place blank spaces only at the end.

3.23.1.2. **Mode S Address.** Prior to each flight, ensure the Mode S address is entered correctly. MAJCOMs will manage assigned dynamic addresses to ensure no two aircraft are airborne with the same address.

3.23.1.3. **Mode 4/5 .** If required, Mode 4/5 operations are outlined in the Flight Information Handbook (See MODE 4/5 in glossary).

3.23.2. **Traffic Collision Avoidance System (TCAS).** Aircraft equipped with TCAS shall operate in the TCAS mode that provides both Traffic Alerts (TAs) and Resolution Advisories (RAs), unless otherwise dictated by the aircraft manual, formation flight requirements, MAJCOM guidance, mission requirements, or host-nation agreements (T-1).

3.23.2.1. **Response to TCAS Alerts.** Respond to all RAs regardless of ATC instructions, right-of-way rules, cloud clearance requirements, or other VFR/IFR flight rules, as directed by TCAS unless doing so would jeopardize the safe operation of the aircraft (e.g., descent into obstacles) (T-1).

3.23.2.1.1. Do not deviate from an assigned ATC clearance based solely on TA information (T-1). Attempt to attain visual contact and maintain safe separation.

3.23.2.1.2. In the event of an RA, alter the flight path only to the extent necessary to comply with the RA (T-1).

3.23.2.1.3. After deviating from an ATC clearance in response to an RA, notify ATC of the deviation as soon as practical and promptly return to the current ATC clearance when the traffic conflict is resolved or obtain a new clearance (T-0).

3.23.3. **Terrain Awareness and Warning Systems (TAWS).** Comply with appropriate flight manual procedures and MAJCOM guidance upon receipt of a Ground Proximity Warning System (GPWS)/TAWS/Enhanced GPWS (EGPWS)/Ground Collision Avoidance System (GCAS) warning. During Visual Meteorological Conditions (VMC) flight, terrain warnings do not need to be followed if the pilot can verify the warning is false by visual contact with terrain or obstacles.

3.23.3. **(AFSOC) Terrain Awareness and Warning Systems (TAWS).** In the absence of MDS-specific procedures for GPWS/TAWS/EGPWS/GCAS usage during tactical operations, crews will comply with basic guidance in aircraft technical orders. AFSOC crews utilizing NVG procedures during night/VMC need not follow terrain warnings if the pilot can verify the warning is false by visual contact with the terrain/obstacle. **(T-2)**

3.23.4. **Global Positioning System (GPS) Equipment.**

3.23.4.1. MAJCOMs (in coordination with the MDS SPO), will determine if GPS is approved as the primary means of navigation and provide guidance for its use. If GPS is not approved as primary, ensure the approved primary means of navigation (e.g., VOR, TAC, etc.) is operational and monitored (T-0).

3.23.4.1.1. **(Added-AFSOC)** Properly certified AFSOC aircraft are authorized to use GPS as the primary means of navigation IAW **Paragraph 3.23.4.** and applicable subparagraphs.

3.23.4.2. **GPS Standard Position Service (SPS) and Precise Position Service (PPS).** Follow MAJCOM or SPINS guidance on use of SPS/PPS.

3.23.4.2.1. **(Added-AFSOC)** Unless restricted by SPINs guidance, AFSOC aircraft may use SPS if PPS is unavailable.

3.23.4.3. Receiver Autonomous Integrity Monitoring (RAIM) is required unless integrity is ensured by other means approved by the MAJCOM (T-0).

3.23.4.3.1. **Active RAIM.** If RAIM is not available, actively monitor an alternate means of navigation and inform ATC of any degraded capability (T-0).

3.23.4.3.2. **Predictive RAIM (P-RAIM).** Check P-RAIM prior to departure when possible (T-0). If RAIM is predicted to be unavailable for more than five minutes along the route of flight, the flight must rely on other approved equipment, be rerouted, or delayed (T-0). Not required if Wide-Area Augmentation System (WAAS) enabled and flight is in WAAS coverage area (T-0).

3.23.5. **RNAV Equipment other than GPS.** (eLORAN, Inertial, Stellar, Doppler, Blended, Hybrid, Tightly-Coupled, EGI, DME/DME, GNSS other than GPS, etc.). MAJCOMs (in coordination with the MDS SPO), will determine if RNAV equipment other than GPS is approved as the primary means of navigation and provide guidance for its use. If not approved as primary, ensure the approved primary means of navigation (e.g., VOR, TAC, etc.) is operational and monitored (T-0).

3.23.5. **(AFSOC) RNAV Equipment other than GPS.** Properly certified AFSOC aircraft are authorized to use RNAV equipment other than GNSS.

3.23.6. **Carry-On Equipment.** Use carry-on communication, navigation, and surveillance equipment as authorized by the MAJCOM (in coordination with the MDS SPO). MAJCOMs will publish guidance and provide training on acceptable use, limitations, and hazards of carry-on equipment. See also paragraph 3.9.

3.23.6. **(AFSOC) Carry-On Equipment.** Equipment approved for carry-on will be provided by AFSOC along with requisite training on use and safety procedures. **(T-2)**

3.24. Formation Flights (Including Air Refueling). Accomplish formation flights only as authorized by the MAJCOM.

3.24. (AFSOC) Formation Flights (Including Air Refueling). See applicable AFI 11-2MDS, Vol 3, MDS AFTTP, and ATP 3.3.4.2. **(T-2)**

3.24.1. **Formation Briefing .** Formation flight leads will brief formation flight operations to all participants in accordance with MAJCOM-approved guidance (T-0).

3.24.2. **Formation in Reduced Vertical Separation Minimum (RVSM) Airspace within the NAS.** Formation flights may operate in RVSM airspace if all participating aircraft are RVSM compliant or approved by ATC (T-0).

3.24.3. **Aircraft Lighting.** MAJCOMs may authorize formation flights to vary lighting configuration according to the aircraft type and mission requirement. The MAJCOM must provide guidance on this type of operation and ensure the guidance provides an equivalent level of visual identification as a single aircraft.

3.24.3. **(AFSOC) Aircraft Lighting.** See applicable MDS-specific operations procedures for guidance on formation lighting.

3.24.4. **Transponder Operations.**

3.24.4.1. Only one aircraft (normally the lead) of a standard formation should squawk (T-0).

3.24.4.2. Unless otherwise directed, receivers will not squawk when less than 3 nautical miles (NM) from the tanker (T-0).

3.24.4.3. Unless otherwise directed by ATC, all aircraft within a non-standard formation flight will squawk until established within the assigned altitude block and closed to the proper enroute interval (T-0). When aircraft interval exceeds 3 NM, both the formation leader and the last aircraft will squawk (T-0).

3.24.5. **Traffic Collision Avoidance System (TCAS) Operations.**

3.24.5.1. Formation leads (and last aircraft, when formation length exceeds 3 NM) shall operate in TA mode unless otherwise required by ATC, host-nation agreement or specified in the MDS-specific guidance (T-0).

3.24.5.2. During refueling operations, the tanker aircraft will operate in TA mode (T-0).

3.24.6. **Non-standard Formations.** Non-standard formation flights may be conducted:

3.24.6.1. When approved by ATC;

3.24.6.2. Operating under VFR in VMC;

3.24.6.3. Operating within an authorized Altitude Reservation (ALTRV);

3.24.6.4. Operating under the provisions of a LOA; or,

3.24.6.5. Operating in airspace specifically designated for a special activity.

3.25. Large Scale Exercises. MAJCOMs will conduct large-scale exercises in permanent or temporary Special Use Airspace (SUA) established according to FAA Joint Order (JO) 7400.2, *Procedures for Handling Airspace Matters*, and FAA JO 7610.4, *Special Operation*. When MAJCOMs approve large-scale exercises or short-term special missions they will ensure information on approved activities is available to the non-participating flying public and coordinate these operations with:

3.25.1. Affected non-participating military flying units;

3.25.2. Affected FAA Air Route Traffic Control Center (ARTCC);

3.25.3. Affected FAA regions through the Air Force representative (AFREP); and,

3.25.4. Other agencies, as appropriate.

3.26. Aerobatics and Air Combat Tactics. Aerobatics, air combat tactics and air-to-ground tactics which involve aerobatic type maneuvering must be performed in SUA, ATC-Assigned Airspace (ATCAA), military training routes (MTRs) or host-nation approved airspace IAW the guidelines in AFI 11-214, *Air Operations Rules and Procedures* (T-0). Aircraft deployed or based at overseas locations will operate IAW applicable host-nation agreements or ICAO SARPs (T-0). If the aircraft operating requirements (altitude requirements, maximum airspeeds, dropping of objects, etc.) dictated in the host-nation agreement are less restrictive than USAF/MAJCOM guidance, the most restrictive guidance shall be used (T-1).

3.26.1. **(Added-AFSOC)** Crews will report weapon failures, known/suspected malfunctions, and any large unpredicted misses IAW AFI 91-204, Safety Investigations and Reports (refer to **Paragraph 1.3.**, **Paragraph 1.4.** and **1.10** for reporting criteria), and **Attachment 7** of this supplement. (T-2)

3.27. Temporary Flight Restriction (TFR) Airspace. Aircraft will not operate in TFR airspace unless authorized (T-0).

3.28. Uncontrolled Field Procedures. Use the runway favored by the winds unless safety, air traffic considerations, or mission accomplishment makes another option more suitable (T-0). Announce your activities on the appropriate frequencies (T-0). UAS operations are prohibited at uncontrolled fields when other traffic is present (T-2).

3.29. Obstacle Clearance Responsibility. Pilots are never relieved of the responsibility for terrain and obstacle avoidance. The radio call “Radar Contact” only means the aircraft has been identified on radar. Responsibility is shared between pilot and controller only after navigational guidance is issued.

3.30. Participating in Aerial Events. Ensure compliance with AFI 11-209 when participating in aerial events, demonstrations, and static displays.

3.31. Simulated Instrument Flight.

3.31.1. For non-instrument qualified pilots, a safety observer who is able to clear outside at all times should accompany the flight either as a crewmember or in a chase aircraft. If a chase aircraft is used, maintain continuous visual contact and two-way communications between aircraft. A safety observer is defined as a current and qualified instrument pilot or a fighter weapons systems operator (or other MAJCOM-designated aircrew member) with access to a set of flight controls.

3.31.2. **Vision Restricting Devices** . MAJCOMs must approve the use of vision restricting devices and provide specific approval for use during takeoffs and landings. Vision restricting devices will not be used without a safety observer (T-0).

3.31.2. **(AFSOC) Vision Restricting Devices.** Vision-restricting devices will not be used by AFSOC crew members. (T-2)

3.31.2.1. Maintain at least 2,000 ft. of obstruction clearance when using vision restricting devices if the safety observer is in a chase aircraft, or not qualified as a pilot, or does not have full view of the flight instruments and access to the flight controls (T-2).

3.31.3. When not on an IFR flight plan, the aircraft must be equipped with a functional two-way radio and have the airport environment in sight when established on the final segment of an approach (T-0).

3.32. Simulated Emergency Flight Procedures.

3.32.1. Terminate simulated emergency training if an actual emergency occurs.

3.32.2. MAJCOMs must provide guidance when an instructor pilot or flight examiner does not have immediate access to the aircraft controls.

3.32.2.1. **(Added-AFSOC)** See applicable AFI 11-2MDS, Vol 3 for Simulated EP guidance when an instructor pilot or flight examiner does not have immediate access to the aircraft controls.

3.32.3. Passengers will not be onboard unless specifically approved by MAJCOM and with PIC concurrence (N/A for UAS).

3.32.4. Single-pilot aircraft require day VMC (including civil twilight)(N/A for UAS) (T-2).

3.32.5. Multi-pilot aircraft in day IMC require weather conditions at or above published circling minimums for the approach to be flown (N/A for UAS) (T-2).

3.32.6. Multi-pilot aircraft at night require weather conditions at or above 1,000 ft. ceiling and 2 SM visibility or circling minimums, whichever is higher (N/A for UAS) (T-2).

3.32.7. **Simulated Flameout, Forced Landing, or Emergency Landing Patterns (SFO/ELP).** At controlled fields where SFO/ELP maneuvers are conducted, the facility air traffic manager shall issue an LOA with the appropriate military authority and adjacent facilities as required. The LOA shall conform to FAA Joint Order (FAA JO) 7610.4. (T-0).

3.32.7.1. MAJCOMs must provide guidance for SFO/ELP approaches when the T.O.s do not provide specific guidance; the approaches do not conform to the T.O. guidance; the approaches have not been coordinated with the ATC responsible for the airspace; or the airport/landing area does not have a prepared runway surface, an active tower/ Runway Supervisory Unit (RSU), enough runway, or proper crash/rescue equipment.

3.32.8. **(Added-AFSOC)** See applicable MDS-specific training and operations procedures for additional emergency procedure training guidance.

3.33. Vertical-Lift Operations. For this instruction, tilt-rotor aircraft in vertical-flight mode will follow helicopter guidance. MAJCOMs will provide guidance on determining phase-of-flight for aircraft capable of transition to/from vertical flight.

3.33.1. **(Added-AFSOC)** Tilt-rotor Applicability. Unless specifically stated, CFRs and AFI rules intended for helicopters or rotary-wing aircraft apply to AFSOC tilt-rotor aircraft flying with the nacelles off the down stops and below 140 KCAS. AFSOC tilt-rotor crews utilize helicopter instrument approach and departure rules and procedures, and fixed-wing guidance for all other operations.

3.34. (Added-AFSOC) Functional Check Flights (FCFs) and Acceptance Check Flights (ACFs). FCFs and ACFs will be accomplished IAW T.O. 1-1-300, *Functional Check Flights and Maintenance Operational Checks*, aircraft-specific acceptance and/or functional check procedures manuals, and AFI 21-101, *Aerospace Equipment Maintenance Management*. **(T-2)** Non-FCF crews will only perform tasks or functions contained in flight manual technical order guidance. **(T-2)** Operational Check Flights (OCFs) are conducted IAW aircraft -1 and -2 flight manuals and require no specialized aircrew training or certification. If requested to perform a

nonstandard function, the PIC should contact their commander to see if an FCF applies. The OG/CC, or deployed equivalent, is responsible for the wing FCF program as described in [Attachment 8](#). Refer to [Attachment 8](#) for additional FCF guidance.

Chapter 4

PREFLIGHT

4.1. Flight Authorization. Flights in USAF aircraft will be authorized and documented IAW AFI 11-401 and MAJCOM guidance (T-1).

4.2. Pilot in Command. The PIC must be current and qualified in the aircraft to be flown or under the supervision of a current and qualified instructor pilot (to include supervision from a formation position) (T-0). If any portion of the flight will be conducted in IMC or under IFR, the PIC must hold a current instrument qualification (T-0). **Exception:** Student pilots enrolled in Undergraduate Flying Training courses, Introduction to Fighter Fundamentals, and Pilot Instructor Training may act as PIC for syllabus-directed solo flights IAW FAA JO 7610.4 (T-0).

4.3. Approval Authority. The individual(s) designated on the Flight Authorization as the PIC is the approval authority for the flight (T-1).

4.3.1. Flying unit commanders must approve fixed-wing aircraft operations from other than established landing surfaces (e.g. highways, pastures) (T-2).

4.4. Flight Accountability. To ensure flight accountability, file a flight plan IAW GP or provide the intended route of flight to a C2 mission agency (T-2). If filing by electronic or telephonic means and departing from a DoD airfield, provide base operations with a copy of the flight plan for flight following. Use DD Form 1801, *DoD International Flight Plan*, if any portion of the flight requires RNAV. If unable to file on the ground, once airborne, file a flight plan with a Flight Service Station (FSS) or ATC facility as soon as practicable while staying clear of restricted airspace and flying VFR in controlled airspace.

4.5. Mission Planning Requirements.

4.5.1. Plan missions to the maximum extent possible. Obtain current and relevant information at all possible opportunities, including:

4.5.1.1. Weather observations and forecasts (T-0). See also [paragraph 4.12](#);

4.5.1.2. NOTAMs, to include SUA and TFRs (T-0);

4.5.1.3. Airfield Suitability and Restrictions Report (ASRR) information if required by MAJCOM;

4.5.1.3.1. **(Added-AFSOC)** If available, pilots and mission planners will reference Jeppesen Airfield Qualification Program (AQP) information at <http://www.jeppesen.com/index.jsp> prior to operating missions into unfamiliar airfields. Military users can register at <http://www.jeppesen.com/gma/echarts>. If possible, adhere to all ASRR and AQP restrictions for an airfield. Aircraft mission design (i.e., C-130) restrictions apply to all AFSOC series aircraft (i.e., AC-130) within that mission design. **Exception:** Crews using NVG procedures may operate at night at airfields that are otherwise restricted to daylight only operations.

4.5.1.3.2. **(Added-AFSOC)** Waiver authority (Regular Air Force and ANG) for AQP/ASRR restrictions is the OG/CC or equivalent COMAFSOF. AFRC/A3 retains waiver authority for AFRC units until operational control is transferred. Process

waivers through Stan/Eval channels. COMAFSOF holds waiver authority for missions under their operational control.

4.5.1.4. FLIP, to include appropriate navigational and plotting charts with current vertical obstructions (T-0);

4.5.1.5. Fuel requirements (T-0);

4.5.1.6. Bird advisories and hazard information (T-2);

4.5.1.7. Special Departure Procedures (SDP) if authorized by MAJCOM;

4.5.1.8. As applicable: P-RAIM, Space Based Augmentation System (SBAS) coverage and NOTAMs, and air traffic management Service Availability (e.g. Automatic Dependent Surveillance-Broadcast (ADS-B) services) (T-0);

4.5.1.9. Aircraft T.O. (T-0);

4.5.1.10. MDS-specific, Volume 3 (T-1); and,

4.5.1.11. Applicable MAJCOM/COCOM guidance (e.g. flight crew information files (FCIFs) and flight crew bulletins (FCBs)).

4.5.1.12. **(Added-AFSOC)** Risk Management (RM). AFSOC unit leadership, planners and aircrews will ensure RM reviews are completed before all flights. **(T-2)** Refer to **Attachment 5** for RM program details.

4.5.2. International Flights. Comply with international procedures in FLIP GP, Area Planning (AP), ICAO guidance, host-nation procedures, and the FCG (T-0).

4.5.2.1. On all departures to or from a foreign location, use extra vigilance when checking passenger manifest, cargo, and likely areas aboard the aircraft where drugs, contraband, stowaways, or other illegal substances may be concealed.

4.5.2.2. Immediately report any suspected customs, agriculture, or immigration violations to the proper authorities.

4.5.2.3. **(Added-AFSOC)** The PIC will brief crew members on applicable FCG, FLIP Area Planning, and host nation rules before flying outside the CONUS (or local area for OCONUS units). **(T-2)**

4.5.2.4. **(Added-AFSOC)** Routing to and from final destination will conform to AFSOC/A3 approved stop locations listed in the Air Operations Directive (AOD) published quarterly by AFSOC OC and found on SIPR SharePoint. **(T-2)** Refer to **Attachment 6** for additional guidance.

4.5.2.5. **(Added-AFSOC)** Command and Control of AFSOC Forces. Refer to **Attachment 6**.

4.6. Off-Station Training. Flying unit commanders will ensure off-station training is planned to achieve valid training requirements, presents a positive view of the USAF, and does not create an appearance of government waste or abuse (T-2).

4.7. Military and Joint-Use Airports. Aircrew may file to and land at US military and Joint-Use (i.e. MIL/CIV) fields.

4.8. Civil Airports.

4.8.1. MAJCOMs may authorize filing to or landing at civil airfields. Use of civil facilities not governed by agreement or law may result in landing fees or use fees charged to the pilot or the military unit.

4.8.1.1. **(Added-AFSOC)** AFSOC aircraft may land at civil airfields when part of an approved mission profile.

4.8.2. **“P-coded” Civil Airports** (as listed in the IFR Supplement). Aircrew may file to or land USAF aircraft at US civil public airports when:

4.8.2.1. In an emergency;

4.8.2.2. Flying a helicopter or C-coded aircraft (e.g. C-130, C-12, C-40);

4.8.2.3. Necessary in the recovery of active air defense interceptor aircraft;

4.8.2.4. An alternate is required and no other suitable airport is available;

4.8.2.5. The wing commander or higher authority approves the flight and the airport manager grants permission in advance; or,

4.8.2.6. A US Government tenant unit (e.g. ANG, USCG) is listed for the airport of intended landing and airport facilities or ground support equipment can support the aircraft concerned.

4.9. Volume Training. Flying units shall coordinate with respective ATC agencies and civil airport authorities before conducting volume training at civil airports or within airways (T-2).

4.10. UAS Airfields and Operations.

4.10.1. Except for divert or emergency situations, MAJCOMs shall approve all airfields authorized for use by UAS. Operations may require an approved Certificate of Authorization (COA) and appropriate LOA between the employing unit, ATC, and airfield management.

4.10.1.1. **(Added-AFSOC)** RPA are approved to operate from their home station and all forward operating locations. Submit requests for additional locations to AFSOC/A3V for processing.

4.10.2. For operations outside special use airspace (or when required within), the mission tasking authority shall coordinate through HQ USAF/A35 to obtain a COA or waiver from the FAA (T-0). Before submitting, verify the COA complies with current FAA requirements at <http://www.faa.gov/about/initiatives/uas/>.

4.11. Aviation Into-Plane Reimbursement Card (AIR CARD ®) Responsibilities. Use the AIR CARD® only for fuel and required ground services (T-0). Refuel at military installations as a first choice followed by contract fixed base operators (FBOs) (T-0). Refuel at non-contract FBOs only if mission needs warrant servicing at such locations (T-0). Further information, including documentation procedures and updated lists of contract FBOs is available at <https://www.airseacard.com>.

4.12. Weather Information.

4.12.1. **Authorized Sources.** Use the following prioritized list of sources (T-1):

4.12.1.1. Home or local installation OSS Weather Flight or MAJCOM-designated centralized briefing facility (or equivalent);

4.12.1.1.1. **(Added-AFSOC)** The primary contact for in-flight weather assistance is the Pilot Meteorological Service (PMSV).

4.12.1.2. Regional Operational Weather Squadron (OWS);

4.12.1.3. Other DoD military weather sources (e.g., US Navy/Marine Corps weather facilities);

4.12.1.4. Other published MAJCOM-approved weather sources. MAJCOMs will provide guidance on use of non-DoD weather sources (e.g., commercial websites, flight planning services);

4.12.1.4.1. **(Added-AFSOC)** AFSOC aircraft are authorized to use ForeFlight or other MAJCOM provided flight planning software weather sources on EFBs to support operations if no other DoD or USG sources are available.

4.12.1.5. Other US Government (USG) weather facilities/services (e.g., National Weather Service, FAA);

4.12.1.6. Foreign civil or military weather service (use only when DoD military resources or USG services are unavailable in OCONUS locations).

4.12.1.7. **(Added-AFSOC)** When operating outside the CONUS, monitor High Frequency Global Communication System (HFGCS) broadcasts. Times and frequencies are contained in the FIH. During contingency operations or exercises, use HFGCS weather broadcasts to support silent ocean crossings.

4.12.2. **Runway Visual Range (RVR).** RVR reports apply to all takeoffs, landings, and straight-in approaches to the runway and take precedence over any other visibility report for that runway. Use the static RVR when available. If only a variable RVR report is received and a static RVR cannot be determined, apply the lowest reported RVR value. If necessary, convert the reported visibility from one format to another (e.g. RVR to Prevailing Visibility (PV)) only for takeoffs and straight-in approaches using the conversion tables printed in the front of the Terminal Procedures Publication (TPP) booklet. For conversions, use the higher value; do not interpolate.

4.12.2.1. If RVR is unavailable, use PV.

4.13. Aeronautical Information and Publications. Operational commanders are responsible for providing their crews with access to appropriate aeronautical information and publications for flight (T-1).

4.13.1. **Authorized Information and Publications.** Obtain and use information or publications from US Government (USG) sources as first preference (T-2). Do not use aeronautical information in flight which is out of date, incomplete, illegible, contains unfamiliar procedures, or is published in a language other than English (T-0).

4.13.1.1. **Non-USG Terminal Procedures.** Non-USG terminal procedures are authorized after a Terminal Instrument Procedures (TERPS) review IAW AFI 11-230, *Instrument Procedures*; this does not apply to Standard Terminal Arrival Procedures (STARs). MAJCOM/A3 in the grade of O-8 or above (or the first O-8 in the

MAJCOM/A3 chain of command) may waive the TERPS review. This waiver authority will not be further delegated (T-0). MAJCOMs shall develop aircrew training for use of non-USG products.

4.13.1.1. **(AFSOC) Non-USG Terminal Procedures.** Refer to AFI 11-230, Instrument Procedures for guidance on TERPS reviews of special accredited nations (civil or military). For planning, use the most current list available on the AFSOC/A3OF website at:

<https://eis.afsoc.af.mil/sites/a3A/A3AA/default.aspx?RootFolder=%2fsites%2fa3A%2fA3AA%2fA3AA%20Documents%2fTERPS%20Continuity%2fUSAF%20FTIP%20Host%20Nation%20List&FolderCTID=&View=%7bF98C8DC9%2d06D8%2d4EE3%2d835B%2dA68988FFE004%7d>.

4.13.1.1.1. **(Added-AFSOC)** AFSOC crews will comply with applicable restrictions associated with the TERPS review. Waiver authority is AFSOC/A3. **Exception:** Crews using NVG procedures may operate at night at airfields that are otherwise restricted to daylight only operations. Document usage of this exception in the Stan/Eval board minutes, section 5 (Other) IAW AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*. **(T-2)**

4.13.1.1.2. **(Added-AFSOC)** AFSOC instrument refresher course syllabi will include Non-DoD procedure training for all pilots. Additionally, the AIS Jeppesen Differences Briefing posted on the AFSOC/A3V Portal satisfies this training requirement. **(T-2)**

4.13.1.1.3. **(Added-AFSOC)** AMC coordinates AFSOC FTIP requests IAW command-to-command MOU. Submit requests for non-USG/FTIP approach and departure procedure reviews to the AMC TERPS Workflow (AMC.TERPS@us.af.mil) (ANG units to NGB/A3OS-TERPS until gained) using the "AMC Non-DoD Review Request" form located on the Global Decision Support System (GDSS). Additional TERPS resources can be obtained by calling DSN 779-3958 or (618) 792-7942 (24-hour number). AFRC TERPS reviews will be forwarded through AFRC/A3V channels for AFRC/A3 approval.

4.13.1.1.3.1. **(Added-AFSOC)** The approach procedure should be to the runway that supports the lowest minima. Units will submit requests at least 7 duty days prior to mission date using an official USG e-mail account. **(T-2)**

4.13.1.1.3.2. **(Added-AFSOC)** Upon completion of the review AFSOC/A3OF will staff the procedure to AFSOC/A3 for approval and resolve any questions with the requesting unit. No MFR from the unit is required if all TERPS restrictions are complied with. **(T-2)**

4.13.1.1.3.3. **(Added-AFSOC)** AFSOC/A3OF will forward the AFSOC/A3 approval to the requesting unit. The TERPS procedure may be flown upon approval; AFSOC/A3OF will forward the A3 approval to the AMC TERPS office for inclusion in GDSS. **(T-2)**

4.13.2. **Electronic Equivalent and Non-Standard Formats.** Paper publications and documents are not required if replicated by electronic means and authorized by the MAJCOM. Formats which are rendered from a database or which do not maintain the original size, scale, format, or color may be authorized by the MAJCOM.

4.13.2. (AFSOC) Electronic Equivalent and Non-Standard Formats. Crews using EFBs will carry back-up paper publications until publication of paperless operations in MDS-specific operating procedures and in compliance with Attachment 9 of this publication. (T-2)

4.13.3. **Required Publications.** Follow MAJCOM or MDS-specific guidance for required publications to be available in the aircraft or accessible to UAS operators (e.g., navigation charts, FIH, TPP) (T-1).

4.13.4. **NOTAMS.** Obtain NOTAMS from the Defense Internet NOTAM Service (DINS) or the Defense Aeronautical Information Portal (DAIP) when it replaces DINS. If unavailable, obtain NOTAMS by contacting one of the installations listed in FLIP or the nearest Aeronautical Information Service (T-0).

4.13.4.1. If using non-USG products or databases, obtain the associated NOTAMS, alerts, and advisories from the respective country or agency (T-1).

4.13.5. **Navigation, Terrain, and Obstacle Databases.** Obtain databases through MAJCOM-authorized processes. Review aeronautical navigation database NOTAMS prior to flight (T-1).

4.13.6. **Global Navigation Satellite System (GNSS) Predictive RAIM.** Predictive RAIM is mandatory. MAJCOMS will publish MDS-specific information for use of RAIM prediction procedures.

4.13.6.1. **Precise Positioning Service (PPS) RAIM.** MAJCOMS may authorize use of civil (i.e. Standard Positioning Service (SPS)) RAIM prediction services if a PPS RAIM prediction tool is not available.

4.13.6.1. (AFSOC) **Precise Positioning Service (PPS) RAIM.** AFSOC aircraft may use SPS RAIM prediction services if PPS RAIM prediction tools are not available.

4.14. Area Navigation (RNAV) and Required Navigation Performance (RNP).

4.14.1. Before flight, confirm the availability of the performance-based operations infrastructure for the intended route and procedures (T-0).

4.14.2. If a specified RNP level cannot be achieved, revise the route or delay departure until the appropriate RNP level can be assured (T-0).

4.14.3. The onboard navigation database should be current for the region of intended operation. MAJCOMS will publish guidance for continued enroute operations with a non-current navigation database. For terminal procedure guidance, see paragraph 7.3.2.

4.14.3.1. (Added-AFSOC) AFSOC crews may continue the use of a non-current database until the opportunity for update is available. Crews will verify route of flight and fix coordinates. (T-2)

4.14.4. Ensure planned waypoints and procedures (departure, arrival, approach) are included in the current onboard navigation database prior to flight (T-0).

4.15. IFR Flight.

4.15.1. Fly USAF fixed-wing aircraft under IFR to the maximum extent practical. Pilots shall fly under IFR if:

4.15.1.1. Weather conditions do not permit VFR flight (T-0);

4.15.1.2. Airspace rules require IFR flight (T-0);

4.15.1.3. Operating in excess of 180 knots true airspeed (KTAS) within (not simply crossing) federal airways (T-1); or,

4.15.1.4. Operating fixed-wing aircraft at night, unless the mission cannot be flown under IFR.

4.15.1.5. **(Added-AFSOC)** When practical, an aircraft departing on a low altitude navigation mission should depart on an IFR clearance and resume an IFR clearance at the end of the low altitude portion.

4.15.1.6. **(Added-AFSOC)** Normally, conduct air-to-air refueling (AAR) on an IFR clearance. AAR may be conducted under VFR when coordinated with the controlling ARTCC. VFR refueling tracks may be established when coordinated IAW FAA Order JO 7610.4 **Chapter 10**. Tanker air-to-air refueling (TAAR) procedures will be determined by mission requirements IAW MDS-specific guidance. **(T-2)**

4.15.2. **IFR Destination Filing Requirements.** Flowcharts are available in **Attachment 2** (Fixed-Wing) or **Attachment 3** (Helicopter).

4.15.2.1. Required Weather.

4.15.2.1.1. **Fixed-Wing and Helicopter.** Prevailing weather for the estimated time of arrival (ETA) 1 hour at destination must be at or above the lowest compatible published landing minimums (TEMPO conditions may be below published minimums at ETA 1 hour) (T-1). Helicopters may reduce visibility by one-half, but no lower than 1/4 SM PV or 1,200 ft RVR (T-1). See **paragraph 4.15.3** for alternate requirements (T-1). **Exception:** MAJCOMs may authorize filing to a destination with weather below the lowest compatible landing minimums, but must establish supplemental recovery procedures such as the use of two or more alternate airports, additional holding fuel, etc.

4.15.2.1.1.1. **(AFSOC) Fixed-Wing and Helicopter.** When required for mission accomplishment, AFSOC crews may use destinations forecast to be below minimums. In this case, file two alternates if the forecast visibility, prevailing or temporary, is less than published for an available approach, or the forecast surface winds, prevailing or intermittent, exceed limits corrected for RCR. Both alternates must meet the requirements of **Paragraph 4.15.3.4**.

4.15.2.1.1.1.1. For a straight-in or sidestep approach, the forecast weather must meet required visibility minimums (T-1).

4.15.2.1.1.1.1.1. **(Added-AFSOC)** This paragraph applies to fixed-wing aircraft only. If full flight instrumentation is not available and operational at both pilot positions, increase approach minima to no less than 300-3/4 (RVR 4,000). For an ILS, full flight instrumentation also includes dual flight

displays. One flight director, for the pilot flying the approach, plus ADI repeat, for the pilot monitoring the approach, satisfies this requirement. MC-130H aircraft with operational backup VOR/ILS 1 (Airplanes modified by T.O. 1C-130(M)H-584) meet this requirement.

4.15.2.1.1.2. For a circling approach, the forecast weather must meet both the ceiling and prevailing visibility minimums (T-1).

4.15.2.1.1.2.1. **(Added-AFSOC)** This paragraph applies to fixed-wing aircraft only. MDA will be as published for aircraft category, as determined by approach speed IAW AFMAN 11-217, Vol 1. **Exception:** AC-130U will always use category “D” minima. If the minima are not published by category, the minimum altitude will be as published but in no case lower than the value indicated below, plus the published airport elevation. **(T-2)**

4.15.2.1.1.2.1.1. **(Added-AFSOC)** Categories A and B: 400 feet-1 mile. **(T-2)**

4.15.2.1.1.2.1.2. **(Added-AFSOC)** Category C: 500 feet-1½ miles. **(T-2)**

4.15.2.1.1.2.1.3. **(Added-AFSOC)** Category D: 600 feet-2 miles. **(T-2)**

4.15.2.1.1.3. For an RNAV/RNP/GNSS approach based on SBAS and annotated with the “W” symbol, weather must meet Lateral Navigation (LNAV) minimums (T-1).

4.15.2.1.2. **UAS.** In the absence of MAJCOM UAS weather guidance, follow manned fixed-wing and helicopter weather requirements (T-1).

4.15.2.2. **Available Instrument Approach.**

4.15.2.2.1. Pilots must file IFR to a destination or an alternate with a compatible instrument approach (T-1). If there is no compatible published approach at the destination, pilots may proceed to a point served by a published approach or to an IFR point where forecast weather at ETA 1 hour allows the pilot to continue VFR to the destination.

4.15.3. **Requiring an IFR Alternate.**

4.15.3.1. **Weather.** An alternate is required when the worst weather at destination, to include TEMPO conditions, at the ETA 1 hour is less than:

4.15.3.1.1. **Fixed-Wing Aircraft.** A ceiling of 2,000 ft or a visibility of 3 SM (T-0).

4.15.3.1.2. **Helicopters.** A ceiling of 1,000 ft. (or 400 ft above the lowest compatible approach minimums, whichever is higher) or a visibility of 2 SM (T-0).

4.15.3.1.3. **UAS.** MAJCOMs will determine alternate airfield policies for UAS.

4.15.3.1.3. **(AFSOC) UAS.** Groups 1, 2 and 3 RPA will follow guidance in AFI 11-502. Groups 4 and 5 will follow AFI 11-2MDS, Vol 3 requirements. **(T-2)**

4.15.3.2. **Other Conditions Requiring an Alternate:**

4.15.3.2.1. All compatible approaches require radar (T-1);

4.15.3.2.2. Required navigational aids (NAVAID) will be unmonitored (T-1);

4.15.3.2.3. The destination has no weather reporting capability (T-1);

4.15.3.2.4. The airfield's lowest compatible approach weather minimums are greater than or equal to a 1,500 ft. ceiling or 3 SM visibility (T-1); or,

4.15.3.2.5. GPS is the only available NAVAID (T-1).

4.15.3.3. **Exceptions:**

4.15.3.3.1. **Remote or Island Destinations.** MAJCOMs may authorize holding for a specified time in lieu of filing an alternate for remote or island destinations. MAJCOMs will define remote or island destinations and prescribe weather criteria and recovery procedures.

4.15.3.3.1. **(AFSOC) Remote or Island Destinations.** AFSOC authorizes holding for a specified time (see MDS- specific operations procedures) in lieu of an alternate for those remote or island destinations for which designating an alternate is not possible. The remote or island destination must meet the following forecast weather criteria: **(T-2)**

4.15.3.3.1.1. **(Added-AFSOC)** The prevailing surface winds, corrected for RCR, must be within limits at ETA and remain so for 2 hours thereafter.

4.15.3.3.1.2. **(Added-AFSOC)** The prevailing ceiling and visibility must be equal to or better than minima for an available published approach (excluding ASR/PAR) for ETA plus 2 hours.

4.15.3.3.2. Alternate requirement may be cancelled enroute if weather conditions improve at destination to exceed **paragraph 4.15.3.1.**

4.15.3.4. **Selecting an Alternate.** The worst alternate forecast weather conditions for ETA 1 hour, to include TEMPO conditions (except those caused by thunderstorms, rain showers, or snow showers) will meet or exceed:

4.15.3.4.1. **Fixed-Wing Aircraft.** A ceiling of 1000 ft., or 500 ft. above the lowest compatible minimum, whichever is higher; and a visibility of 2 SM or 1 SM above the lowest compatible minimum, whichever is higher (T-0).

4.15.3.4.2. **Helicopters.** A ceiling of at least 200 ft. above, and a visibility of at least 1 SM above the lowest compatible published landing minimum (T-0).

4.15.3.4.3. **UAS.** MAJCOMs will establish UAS alternate airfield policies.

4.15.3.4.3. **(AFSOC) UAS.** Groups 1, 2 and 3 RPA will follow guidance in AFI 11-502. Groups 4 and 5 will follow AFI 11-2MDS, Vol 3 requirements. **(T-2)**

4.15.3.4.4. **Alternate without a Published or Compatible Instrument Approach Procedure.** Forecast weather for the ETA (± 1 hour) must permit a VFR descent from a published IFR altitude to a VFR approach and landing (T-0). Conditions in para 4.15.3.5. do not apply when utilizing this option.

4.15.3.5. **Conditions Disqualifying an Alternate.** The disqualifying conditions below may be listed throughout various sources (e.g., TPP, NOTAMs, IFR Supplement):

4.15.3.5.1. All compatible approaches require radar (T-1).

- 4.15.3.5.2. All compatible approaches require an unmonitored NAVAID (T-1).
- 4.15.3.5.3. The airfield does not have a weather reporting service (T-1).
- 4.15.3.5.4. “**▲**NA” (Alternate Not Authorized) on all compatible approaches (T-1).
- 4.15.3.5.5. Any note disqualifying the airfield or all compatible approaches in the IFR Alternate Minimums section **▲** (T-1).
- 4.15.3.5.6. GPS is the only available NAVAID (T-1).

4.16. VFR Flight.

- 4.16.1. Weather. Do not operate under VFR when the flight visibility is less than, or at a distance from clouds that is less than the criteria listed in **Table 6.1** or **6.2**. (T-0).
- 4.16.2. Fly fixed-wing aircraft under VFR only when required for mission accomplishment. Mission examples include: operational necessity, host-nation requirements, training, proficiency or evaluation sorties, aircraft equipment that precludes IFR flight, and ATC or NAVAID limitations that preclude IFR flight. All aircraft comply with the AFMAN 11-217 series and the following:
 - 4.16.2.1. Ensure VFR operations are authorized and properly planned (T-2).
 - 4.16.2.2. Utilize radar advisory and monitoring or control services when practical to ensure flight following by any available means (e.g. FSS or C2 agency) (T-2).
 - 4.16.2.3. When conditions (weather, airspace, etc.) prevent completing the mission under VFR, alter route and continue under VFR until reaching the destination, obtain an IFR clearance, or land at a suitable location (T-0).
 - 4.16.2.4. When conducting tactical operations, fly under VFR unless compliance with VFR degrades mission accomplishment (T-2).
 - 4.16.2.5. **Special VFR (SVFR)**. Fixed-wing aircraft shall not fly under SVFR (T-1). MAJCOMs may allow helicopter aircrews to fly under SVFR IAW 14 CFR §91.157 (within the NAS) or appropriate host-nation guidance.
 - 4.16.2.5. **(AFSOC) Special VFR (SVFR)**. AFSOC vertical-lift aircraft are authorized to operate under SVFR, clear of clouds, on an ATC clearance.
 - 4.16.2.6. **VFR Over-the-Top**. When operating VFR above a ceiling, follow guidance in AFMAN 11-217 series.
 - 4.16.2.7. **IFR "VFR-on-Top"**. Pilots may request "VFR on Top" operations (IAW AFMAN 11-217 series) when the mission dictates.

4.17. Flight Plans.

- 4.17.1. Ensure a flight plan is filed IAW MAJCOM guidance for any flight (T-1). By filing a flight plan, the PIC certifies:
 - 4.17.1. **(AFSOC) Flight Plan Requirements**. The following applies to vertical-lift aircraft only. For local flights ending at either the base of departure or at an installation under the operational control of the base of departure, a locally-produced OG/CC approved form meets the provisions of this paragraph.

- 4.17.1.1. The flight was properly ordered, authorized, and released IAW AFI 11-401;
- 4.17.1.2. The flight will be conducted IAW all governing directives (see [paragraph 1.2](#));
- 4.17.1.3. Compliance with paragraph 4.5;
- 4.17.1.4. The flight plan has been reviewed for completeness and accuracy;
- 4.17.1.5. Responsibility for the safety of the aircraft, the formation, and its occupants;
- 4.17.1.6. The flight complies with Air Defense Identification Zone (ADIZ) restrictions and SUA or MTR scheduling and coordination procedures specified in FLIP and NOTAMs.

4.17.2. **Passenger Manifests and Crew Lists.** List passengers on a DD Form 2131, *Passenger Manifest*, or a MAJCOM-approved form (T-1). File the manifest and crew list with the flight plan, the passenger service facility, or other responsible agency (T-0). Notify C2 prior to departure if there is a passenger manifest (or crew list) change (T-2). When able, process any changes with the original processing facility or a responsible agency.

4.17.3. **Flight Plan Changes.** The format for making changes to a flight plan is printed on the back of the DoD IFR Supplement. Ensure ATC and/or destination is aware of changes to prevent erroneous Search and Rescue (SAR) or unannounced arrival (T-0). Before takeoff or while airborne, changes may be made to the original filed flight plan without re-filing provided:

- 4.17.3.1. The change does not penetrate an ADIZ;
- 4.17.3.2. The controlling ATC agency approves the change for an IFR flight; or,
- 4.17.3.3. The change complies with applicable host-nation rules.

4.17.4. **Closing the Flight Plan.** When landing at a tower-controlled airfield in the NAS, an IFR flight plan should close automatically. When landing at a military airfield, base operations will close VFR/DVFR flight plans. When landing at a civilian airfield without a tower or arriving at a civilian airfield VFR/DVFR, the pilot is responsible for ensuring that flight plans are closed, either by contacting an FSS, the originating military base operations, or through an ATC facility (T-0).

4.18. Fuel Requirements.

4.18.1. Ensure sufficient fuel is available onboard the aircraft to comply with the requirements of this instruction and safely conduct the flight (T-0). Use MAJCOM-approved fuel efficiency techniques and procedures to the maximum extent practical (T-2). Before takeoff or immediately after in-flight refueling, the aircraft must have enough usable fuel to complete the flight:

- 4.18.1.1. To a final landing, either at the destination airport or alternate airport (if required), plus fuel reserves (T-0); or,
- 4.18.1.2. Between Air Refueling Control Points (ARCPs) and then to land at the destination (or a recovery base, if refueling is not successful), plus the fuel reserve (T-2).

4.18.1.2.1. Helicopters may fly between ARCPs without required fuel to destination or recovery base in the event of an unsuccessful air refueling.

4.18.2. **Alternate Airport Fuel Requirements.** When an alternate airport is required, fuel required for an approach and missed approach at the intended destination must be included in the total flight plan fuel if visibility-only weather criteria is used at the destination (T-1). Fuel required for a missed approach is not required if both ceiling and visibility criteria are used (T-1).

4.18.3. **Fuel Reserve.** Ensure the aircraft is carrying enough usable fuel on each flight to increase the total planned flight time between refueling points by 10 percent (up to a maximum of 45 minutes for fixed-wing or 30 minutes for helicopters) or 20 minutes, whichever is greater (T-0). Compute fuel reserves using MAJCOM-defined consumption rates for normal cruising speeds or the following:

4.18.3. (AFSOC) **Fuel Reserve.** AFSOC tilt-rotor aircraft will use fixed-wing, turbine-powered aircraft fuel reserve rules.

4.18.3.1. For reciprocating engine aircraft and helicopters, use fuel consumption rates for normal cruising altitudes (T-1).

4.18.3.2. For turbine-powered aircraft use fuel consumption rates that provide best endurance at 10,000 ft. MSL (T-1).

4.18.3.3. If the MAJCOM authorizes holding (instead of an alternate airport) for a remote or island destination, do not consider the prescribed holding time as part of the total planned flight time or fuel reserve (T-1).

4.18.3.3. (AFSOC) AFSOC authorizes holding (instead of an alternate airport) for a remote or island destination. Holding times will be IAW applicable MDS-specific operations procedures.

4.18.4. **Equal Time Point (ETP).** In the absence of MDS-specific guidance, multi-engine aircraft without the ability to in-flight refuel, operating for extended periods over large bodies of water or desolate land areas (outside gliding distance to a suitable landing site) shall calculate and plot on a navigational chart an ETP to a suitable alternate for that mission leg. Contingency fuel requirements shall also be planned (e.g., engine-out depressurized flight from an ETP to a suitable landing site) (T-1).

4.18.4. (AFSOC) **Equal Time Point (ETP).** Aircrew and mission planners will manage aviation fuel as a limited commodity and precious resource. Fuel optimization will be considered throughout all phases of mission planning and execution. Excessive ramp and recovery fuel adds to aircraft gross weight and increases fuel consumption. Do not ferry extra fuel beyond optimum requirements for safe mission accomplishment and training objectives. Aircrew and mission planners will optimize flight plans and flight routing for fuel efficiency. In-flight procedures such as climb/descent profiles and power settings should also be considered for efficient fuel usage.

4.18.4.1. **(Added-AFSOC)** Minimum landing fuel for AFSOC C-130 aircraft (all series) is 4,000 pounds; this accounts for gauge error. C-130 crews will use 4,000 pounds as the entering argument for fuel planning calculations; comply with additional fuel planning and reserve requirements in **Paragraph 4.18.3.** of the basic instruction, and with T.O. prescribed wing-relieving fuel limitations. **(T-2)**

4.18.4.2. **(Added-AFSOC)** See applicable MDS-specific operations procedures for additional fuel segments are no longer required or authorized.

4.19. Preflight Briefings.

4.19.1. Prior to flight, ensure each crewmember and passenger is briefed on items affecting safety or mission completion (T-0). At a minimum, briefings will include:

4.19.1.1. Emergency signals and procedures (T-0);

4.19.1.2. Aircrew and passenger flight equipment/systems usage information to include the location and use of emergency exits, parachutes, oxygen, communications systems, and survival equipment (T-0); and,

4.19.1.3. Safety precautions and restrictions to include Foreign Object Damage (FOD) hazards and electronic device prohibitions (T-1).

Chapter 5

DEPARTURE

5.1. Weather.

5.1.1. **Minimum Takeoff Weather.** Takeoffs are prohibited when existing weather is below landing minimums (T-2). MAJCOMs will publish alternative takeoff minimums and recovery procedures when takeoff weather is lower than published landing minimums. In all cases, takeoff visibility must be 600 RVR (180 meters) or greater (T-1).

5.1.1. (AFSOC) **Minimum Takeoff Weather.** A departure alternate is required if departure weather is below landing minima for a compatible approach. See **Paragraph 5.6. (Added-AFSOC)** and subparagraphs for guidance on departure alternate use. This includes MAJCOM Certified Procedures approved IAW **Paragraph 7.4.6. (T-2)**

5.1.1.1. **Fixed-wing RVR Requirements.** Takeoff with weather below 1600 RVR is not authorized unless the runway has operating centerline lights, visible runway centerline markings, and two operative RVR reporting systems (T-1). All RVR readings must meet or exceed minimum authorized values for departure (T-1).

5.1.1.1. (AFSOC) **Fixed-wing RVR Requirements.** Pilots of AFSOC fixed-wing aircraft shall not takeoff unless consecutive transmissometers report 1,000 RVR or higher. Comply with basic guidance in **Paragraph 5.1.1.1. (T-2)**

5.1.1.2. (Added-AFSOC) Vertical Lift Requirements.

5.1.1.2.1. (Added-AFSOC) Training Flights. Visibility at the departure airfield must be equal to or better than the lowest published approach minima, but in no case forecast to be lower than 1/2 mile (RVR 2,400). (T-2)

5.1.1.2.2. (Added-AFSOC) Operational Flights. Visibility at the departure airfield must meet the requirements of **Table 7.1.** Published visibility is required if a helicopter- only approach is used at the departure airfield. (T-2)

5.1.1.2.3. (Added-AFSOC) During life and death missions, vertical-lift aircraft may take off if the visibility is sufficient to taxi to the takeoff area. Ensure an appropriate course of action is available (and briefed) in the event of an emergency after takeoff. (T-2)

5.1.2. **Freezing Precipitation.** Do not takeoff with ice, snow, frost, or other contamination adhering to the wings, control surfaces, propellers, engine inlets, or other critical surfaces of the aircraft, unless authorized by the flight manual (T-2).

5.1.2.1. A thin coating of frost is permitted on the fuselage, provided the lettering and/or paint lines are visible.

5.1.2.2. Light frost (up to 1/8 inch thick) caused by super-cooled fuel is permitted on the lower wing surface (i.e., below the fuel tank area) if the fuselage and all other control surfaces are free of icing. If deicing is required on any other aircraft surface, the under wing frost shall also be removed (T-2).

5.1.2.3. Information on the removal and prevention of frozen precipitation is contained in AF T.O. 42C-1-2, *Anti-Icing, De-Icing and Defrosting of Parked Aircraft*.

5.1.3. **Takeoff Near Hazardous Weather.** Do not takeoff where thunderstorms or other hazardous conditions are producing hail, strong winds, gust fronts, heavy rain, lightning, wind shear, or microbursts (T-2).

5.2. Turns after Takeoff. Do not turn after a takeoff until at least 400 ft. above the Departure End of the Runway (DER) elevation, at a safe airspeed, and past the end of the runway (if visible) unless specifically cleared by the controlling agency, required by a published procedure, or when executing a closed pattern (T-0).

5.2.1. When turning on departure from an aerodrome with a temperature of 0° C or less, aircrew will temperature correct all minimum specified turn altitudes (including the 400 ft. above DER) utilizing the temperature correction chart in the FIH (T-1).

5.3. VFR Climb Performance. Unless specifically authorized, fixed-wing multi-engine aircraft will not depart a location under VFR without ensuring that they can vertically clear published IFR departure procedure restrictions along the planned departure route with one engine inoperative (OEI) (T-2).

5.3. (AFSOC) VFR Climb Performance. Fixed-wing aircraft departing VFR will ensure they can meet 200'/minute and clear applicable obstacles to the appropriate VFR cruise altitude or minimum IFR altitude. Multi-engine aircraft will ensure they can meet 200'/minute and clear applicable obstacles to the appropriate VFR cruise altitude or minimum IFR altitude with one engine inoperative. If unable to meet 200'/minute, refer to [Paragraph 5.4.3.2.1 \(AFSOC\)](#). Aircrews utilizing this option will conduct thorough pre-mission planning to identify obstacles and the appropriate departure path if different from the published departure procedure. (T-3)

5.4. IFR Climb Performance. Unless otherwise published and charted with "ATC" designation, all climb gradients must be assumed to be obstacle based. Only MAJCOM-authorized procedures for climb performance assessment may be used (vice locally developed procedures). MAJCOMs may authorize SDPs. Aircrew must be trained before use of any SDP (T-1).

5.4. (AFSOC) IFR Climb Performance. AFSOC/A3 delegates approval authority not lower than Squadron Director of Operations for the PIC to use the SDP.

5.4.1. **Low Close-in Obstacles.** Ensure the aircraft can vertically clear applicable published low close-in obstacles along the planned ground track (T-1). Low close-in obstacles may be listed in the Obstacle Departure Procedures ▼ (ODP) section, NOTAMs, or charted on the published procedure. Published or ATC climb gradients do not account for low close-in obstacles in their climb gradient calculations; therefore, low close-in obstacle clearance is not assured when complying with the published or ATC climb gradient.

5.4.2. **ATC Climb Gradient.** Aircraft are required to meet ATC climb gradients with all engines operating (AEO) (T-0). If the aircraft does not have the computed performance to meet the charted ATC climb gradient, coordinate with ATC prior to flight.

5.4.3. Obstacle Climb Gradient.

5.4.3.1. Ensure the aircraft can comply with the respective obstacle climb gradients below:

5.4.3.1.1. Ensure the aircraft can meet or exceed 200 ft/NM or the published climb gradient, whichever is higher, to an appropriate IFR altitude (T-0).

5.4.3.1.1. (AFSOC) AFSOC tilt-rotor crews will follow IFR obstacle climb gradient requirements in [Paragraph 5.4.3.1.1](#).

5.4.3.1.2. **Multi-Engine Fixed-Wing Aircraft.** With OEI, ensure the aircraft can meet 200 ft/NM or the published climb gradient, whichever is higher, to an appropriate IFR altitude (T-0).

5.4.3.1.2.1. If unable to meet published obstacle climb gradient OEI, and operationally necessary, the MAJCOM/A3 may authorize subtraction of up to 48' /NM from the required obstacle climb gradient. This subtraction does not apply to SDPs.

5.4.3.1.2.1. (AFSOC) AFSOC/A3 delegates approval authority to the PIC to subtract up to 48' /NM from the required obstacle climb gradient.

5.4.3.2. If unable to meet the required obstacle climb gradient, consider aircraft, mission, or environmental changes such as reducing aircraft gross weight or delaying for more favorable weather conditions. If still unable to comply with the required obstacle climb gradient, an IFR departure is not authorized (T-0).

5.4.3.2.1. If the mission justifies the increased risk, MAJCOM/A3 may authorize a departure in VMC regardless of climb gradient compliance. At MAJCOM/A3 discretion, waiver authority may be further delegated to no lower than the operations group commander (or equivalent).

5.4.3.2.1. (AFSOC) AFSOC/A3 delegates approval authority to the OG/CC or equivalent COMAFSOF for forces under their control for departure in VMC regardless of climb gradient compliance.

5.4.3.2.2. (**Added-AFSOC**) Under VMC there is no assurance that obstacles can be avoided once identified inflight. Aircrews utilizing this option will conduct thorough pre-mission planning to identify the appropriate departure path if different from the published departure procedure.

5.5. IFR Departure Methods. Obstacle Departure Procedures (ODPs) and/or Standard Instrument Departures (SIDs) should be flown to the maximum extent possible.

5.5.1. Depart IFR using one, or a combination of, the methods listed below (T-1). If the airport does not have one of these IFR departure methods, an IFR departure is not authorized (T-1).

5.5.1.1. Diverse Departure (ICAO - Omnidirectional Departure).

5.5.1.2. Obstacle Departure Procedure ▼ (ODP).

5.5.1.3. Standard Instrument Departure (SID).

5.5.1.4. Specific ATC Departure Instructions.

5.5.1.5. Non-Standard Takeoff Minimums.

5.5.1.6. MAJCOM Certified Procedure.

5.5.2. The following information applies to the departure methods listed above:

5.5.2.1. **Diverse Departure (ICAO - Omnidirectional Departure)**. A diverse departure is an IFR departure procedure used at an airport that has at least one published approach but lacks non-standard takeoff minimums and/or IFR departure procedures. Track runway centerline to 400 ft. above the DER elevation before turning on course. Ensure aircraft will vertically clear applicable low close-in obstacles published in NOTAMs or the Takeoff Minima and ODPs ▼ before turning on course. Diverse departures are not authorized when an ODP, obstacle climb gradient, or non-standard takeoff weather minimums are published for the planned departure runway (T-0).

5.5.2.1.1. **Sector Diverse Departure** . Fly “sector” diverse departures as published (T-0).

5.5.2.2. **Obstacle Departure Procedures ▼ (ODP)**. Also known as a “trouble T” (▼), ODP refers to textual or graphical instructions to ensure departure obstacle clearance. Notify ATC (or other traffic) when planning to depart via an ODP (T-0). ODPs also include:

5.5.2.2.1. **Visual Climb Over Airport (VCOA)**. Do not fly any VCOA procedure until completion of MAJCOM-specified training (T-1). The weather must be at or above the minimums published for the VCOA (T-0). Unless otherwise published, consider VCOA visibility requirements as the “remain within” distance and do not exceed this radius from the center of the airfield while climbing to the specified altitude (T-1). Notify ATC (or other traffic) when planning to depart via the VCOA (T-0). Except for MAJCOM-approved NVD trained and equipped aircrew, do not fly VCOA procedures at night (T-1).

5.5.2.2.1.1. **(Added-AFSOC)** AFSOC instrument refresher course syllabi will include VCOA training for all pilots. **(T-2)**

5.5.2.2.2. **Reduced Takeoff Runway Length (RTRL)**. When using a published RTRL procedure, ensure the aircraft can attain a safe liftoff speed prior to the distance remaining specified in the procedure (T-0). Aircrew will only use RTRL procedures if published as an ODP in FLIP (T-1). MAJCOM-approved RTRL procedures will be considered a published ODP.

5.5.2.2.2.1. **(Added-AFSOC)** If required for mission accomplishment, units may request ad hoc RTRL procedures for runways with published ODPs but no published RTRL procedures. Submit requests through stan/eval channels, including (at a minimum) the gradient to be reduced and the desired reduced runway length. Approval authority is AFSOC/A3; AFSOC/A3OF will coordinate TERPS review and A3 approval, which will be valid for all AFSOC crews. **(T-2)**

5.5.2.3. Standard Instrument Departures (SID). Follow SID procedures as published (T-0). Comply with applicable notes, low close-in obstacles, and climb gradients on the SID (T-0). SIDs without a published climb gradient have been assessed at 200 ft/NM. If the SID does not have published low close-in obstacles but has an ODP ▼ annotated, refer to the corresponding runway ODP for potential low close-in obstacles. Reference all published low close-in obstacle locations to ensure compliance.

5.5.2.3.1. Retrieve RNAV/RNP/GNSS procedures in their entirety by procedure name from a current navigation database and compare against approved publications (T-0).

5.5.2.4. Specific ATC Departure Instructions. ATC instructions refer to navigational guidance (e.g. heading, routing, and altitude) issued with a departure clearance.

5.5.2.4.1. If the departure runway has multiple published climb gradients, pilots must meet or exceed the highest gradient when departing via ATC instructions (T-0). This does not apply to a charted Diverse Vector Area (DVA).

5.5.2.4.2. Diverse Vector Area (DVA). A DVA may be established to allow radar vectors in lieu of an ODP. The ▼ symbol may denote the existence of a charted DVA within FLIP. Headings will be as assigned by ATC and climb gradients, when applicable, will be published.

5.5.2.4.2.1. If a DVA is charted, only use the climb gradient associated with the DVA.

5.5.2.4.3. Outside the NAS in a non-radar environment, confirm minimum climb gradient for departure sector (T-0). The obstacle-based climb gradient is not standardized at 200 ft/NM outside the NAS.

5.5.2.5. Non-Standard Takeoff Minimums. Departures using non-standard takeoff minimums (ceiling and visibility) must ensure the aircraft is at or above the published ceiling by the end of the runway (OEI for multi-engine fixed-wing aircraft), then continue climbing at 200'/NM or published climb gradient associated with the non-standard takeoff minimums (or IAW [5.4.3.1.2.1](#)) to a minimum IFR altitude (T-1). Non-standard takeoff minimums shall not be used to “see-and-avoid” obstacles (T-1).

5.5.2.5.1. If the ODP has a non-standard takeoff minimum with a published climb gradient, cross the departure end of runway at the published ceiling then comply with the published climb gradient (T-1).

5.5.2.6. MAJCOM Certified Procedure. In Restricted Areas or during contingency operations, MAJCOM/A3s may develop and authorize departure procedures for their aircraft at specific locations if no other procedure can be developed IAW AFI 11-230. Complete MAJCOM-specific training before using such procedures (T-1).

5.5.2.6.1. **(Added-AFSOC)** If units cannot accomplish their operational or training mission IAW [Paragraph 5.4](#). (and sub-paragraphs), they should submit desired departure procedures through stan/eval channels to AFSOC/A3V for review and MAJCOM certification. Unless specific aircraft are listed on the certification, AFSOC special certification procedures will be approved for all AFSOC aircraft. AFSOC pilots are certified to fly all special certification procedures approved for their

aircraft. PICs will meet or exceed published climb gradients associated with special certification procedures. **(T-2)**

5.6. (Added-AFSOC) Departure Alternates.

5.6.1. **(Added-AFSOC)** Suitability of Departure Alternates (Fixed Wing). When a departure alternate is required, single engine aircraft must be capable of maintaining minimum IFR altitude, IAW the basic instruction, to the alternate. When a departure alternate is required, multi-engine aircraft must be capable of maintaining minimum IFR altitude, IAW the basic instruction, to the alternate using OEI performance criteria. To qualify as an alternate, the airfield must meet one of the following conditions:

5.6.2. **(Added-AFSOC)** For an alternate within 30 minutes flying time, the existing weather must be equal to or better than the lowest compatible approach minima (includes IMC approved SCAs and IPRA's) and forecast to remain so until 1 hour after takeoff, but in no case forecast to be lower than 200-1/2 (RVR 2,400), or; **(T-2)**

5.6.3. **(Added-AFSOC)** For an alternate within two hours flying time, the existing weather must be at least 500-1 above the lowest compatible published approach minima (includes IMC-approved SCAs and IPRA's), but not less than 600-2 for a precision approach or 800-2 for a non-precision approach, and forecast to remain so for one hour after ETA at the alternate. **(T-2)**

Chapter 6

ENROUTE

6.1. Airspace Clearance Authority.

6.1.1. **Uncontrolled Airspace.** The PIC is the clearance authority for IFR or VFR flight in uncontrolled airspace (T-0).

6.1.2. Controlled Airspace.

6.1.2.1. **VFR.** The PIC is the clearance authority for VFR flight (if allowed) in controlled airspace. If cancelling an IFR clearance, request flight following to the maximum extent possible (T-2). VFR flight following is not required if already in contact with the destination's control tower.

6.1.2.2. **IFR.** Pilots shall obtain ATC clearance before an IFR departure (or as soon as practicable after departure while maintaining VMC) or before entering controlled airspace (T-0).

6.2. Minimum Aircraft Altitude.

6.2.1. **VFR.** In the NAS, fly appropriate VFR hemispheric altitudes when higher than 3,000 ft above ground level (AGL), unless authorized by ATC (T-0). Do not apply these altitudes when turning or holding in a holding pattern of 2 minutes or less (T-0). Outside the NAS, fly altitudes or flight levels as specified in FLIP (T-0).

6.2.2. **IFR.** Except when necessary for takeoff, landing, or when being vectored by ATC, do not fly lower than:

6.2.2. (AFSOC) **IFR.** Minimum IFR Altitude (MIA). Crews whose missions require altitudes lower than those prescribed in this section will check for standing waivers on the AFSOC/A3V SharePoint Team Site. Crews will comply with all restrictions as published in the waiver. (T-2)

6.2.2.1. On Airways, no lower than any published minimum for the airway (T-0).

6.2.2.2. Off Airways, no lower than:

6.2.2.2.1. The Off Route Obstacle Clearance Altitude (OROCA) (T-1);

6.2.2.2.2. The Off Route Terrain Clearance Altitude (ORTCA) (T-1); or,

6.2.2.2.3. An altitude that provides at least 1,000 ft. of clearance above all obstacles within 4 NMs of the course to be flown in non-mountainous terrain, or 2,000 ft. in mountainous terrain (T-0).

6.2.3. **Other Minimum Altitudes.** Except for MAJCOM-approved aerial demonstrations/events or during takeoff or landing, do not operate aircraft below an altitude that, should an emergency landing become necessary, creates undue hazard to persons or property (T-0).

6.2.3.1. Military Routes and Special Use Airspace (SUA). Adhere to minimum altitudes published in FLIP AP for all military routes and special use airspace (e.g., restricted airspace, military operations areas (MOAs), slow speed training routes (SR), IFR military training routes (IR), VFR military training routes (VR), and controlled firing areas) (T-0).

6.2.3.1.1. Any aircraft operation within a restricted area which is approved by the using agency and coordinated with the controlling ATC agency may deviate from restrictions listed in [paragraphs 6.2.3.2](#) through [6.2.3.4](#) if they are not compatible with the operation of the aircraft and create the same hazards as the operations for which the restricted area was designated.

6.2.3.2. Non-congested Areas. Operate over non-congested areas at an altitude at or above 500 ft AGL except over open water or in sparsely populated areas (T-0). Under such exceptions, do not operate aircraft closer than 500 ft. to any person, vessel, vehicle, or structure (T-0). Helicopters in FAA airspace or operating IAW host-nation agreements may operate at lower altitudes and in closer proximity if they do not create a hazard to persons or property on the surface.

6.2.3.3. Congested Areas. Operate over congested areas (e.g., cities, towns, settlements) or groups of people at an altitude which ensures at least 1,000 ft. above the highest obstacle within a 2,000-ft. radius (T-0). Helicopters in FAA airspace or operating IAW host-nation agreements may operate at lower altitudes and in closer proximity if they do not create a hazard to persons or property on the surface.

6.2.3.4. Flight over National Recreation Areas and Wildlife Refuges. Operate no less than 2,000 ft. AGL (mission permitting) over National Park Service monuments, seashores, lake shores, recreation and scenic riverways; US Fish and Wildlife Service refuges; and US Forest Service wilderness and primitive areas (T-1). Specific areas may require higher altitudes (see FLIP and sectional aeronautical charts).

6.2.3.5. Disaster Areas. Do not operate within designated disaster areas unless the aircraft is assisting in disaster relief efforts (T-0). If the mission requires operation within disaster relief areas, the following procedures must be followed:

6.2.3.5.1. For disaster areas declared to protect persons and property on the surface or in the air from a hazard associated with an incident on the surface, do not fly within the designated area unless participating in hazard relief activities and operating under the direction of the official in charge of on-scene emergency response activities (T-0).

6.2.3.5.2. For disaster areas declared to provide a safe environment for the operation of disaster relief aircraft or to prevent an unsafe congestion of sightseeing aircraft above an incident which may generate a high degree of public interest, do not fly within the designated area unless at least one of the following conditions are met (T-0):

6.2.3.5.2.1. The aircraft is participating in hazard relief activities and is being operated under the direction of the official in charge of on-scene emergency response activities (T-0).

6.2.3.5.2.2. The aircraft is operating under an ATC approved IFR flight plan (T-0).

6.2.3.5.2.3. The operation is conducted directly to or from an airport within the area, or is necessitated by the impracticability of VFR flight above or around the area due to weather or terrain; notification is given to the Flight Service Station (FSS) or ATC facility specified in the NOTAM to receive advisories concerning disaster relief aircraft operations; and the operation does not hamper or endanger relief activities and is not conducted for purpose of observing the disaster (T-0).

6.3. Aircraft Speed.

6.3.1. **Supersonic Flight.** Do not operate aircraft at or above Mach 1 except as specified in AFI 13-201, *Airspace Management* (T-1). See same guidance if inadvertent flight occurs above Mach 1.

6.3.2. In the NAS:

6.3.2.1. Do not exceed 200 knots indicated airspeed (KIAS) at or below 2,500 ft. AGL within 4 NM of the primary airport in Class C or Class D airspace unless authorized by ATC or required to maintain the minimum operating airspeed specified in the aircraft T.O. (T-0).

6.3.2.2. Do not exceed 200 KIAS in the airspace underlying Class B airspace or in a VFR corridor designated through Class B airspace unless required to maintain the minimum operating airspeed specified in the aircraft T.O. (T-0).

6.3.2.3. Do not exceed 250 KIAS below 10,000 ft. MSL (T-0). MAJCOMs may approve operations exceeding 250 KIAS below 10,000 ft. MSL:

6.3.2.3. (AFSOC) AFSOC/A3 approves speed in excess of 250 KIAS below 10,000 ft MSL IAW this instruction, [Paragraph 6.3.2.3](#) and subparagraphs. (T-2)

6.3.2.3.1. Within restricted areas or MOAs.

6.3.2.3.2. Within DoD/FAA mutually developed instrument routes or DoD developed visual routes. (Do not exceed 250 KIAS on slow speed training routes (SR)).

6.3.2.3.3. Within unpublished DoD- and FAA-designated areas or routes. This provision is intended to accommodate speed requirements, as necessary to accomplish the national defense mission, on an interim basis until the area/route can be published.

6.3.2.3.4. During large-scale exercises or short-term special missions with appropriate coordination to ensure awareness of the nonparticipating flying public.

6.3.2.3.5. When the aircraft T.O. requires a higher airspeed. If the airspeed in the T.O. is listed as a range, fly the slowest practical speed in that range. MAJCOM supplements or MDS-specific guidance do not constitute the aircraft T.O.

6.3.3. **Outside the NAS.** Do not exceed 250 KIAS below 10,000 ft. MSL unless: in international airspace and mission requirements dictate, ICAO/host-nation rules permit, or necessary to maintain the minimum safe airspeed in the aircraft T.O. (T-0).

6.3.4. **Holding.** Conduct holding at airspeeds prescribed in FLIP or MDS-specific guidance (T-0).

6.4. Hazard Avoidance.

6.4.1. **Hazardous Weather.** Use all available information to avoid hazardous weather.

6.4.1.1. **“Severe” Conditions.** Do not operate in any forecast or actual severe condition (e.g. severe icing, turbulence) (T-2). See AFH 11-203, *Weather for Aircrews*, for detailed information.

6.4.1.2. **Thunderstorms.** Do not intentionally fly into a thunderstorm (T-2). Damaging lightning strikes, electrostatic discharges, and hail encounters can occur in apparently benign conditions. Do not fly in IMC in the vicinity of actual thunderstorms without operable weather radar (T-2).

6.4.2. **Volcanic Activity.** Unless conducting rescue operations, do not operate within 50 NM of known or reported hazardous volcanic ash (T-2). MAJCOMs may issue guidance on operations including procedures for inadvertent ash encounters and avoidance criteria.

6.4.2.1. Consult an authorized weather source for current Volcanic Ash Advisory Center (VAAC) ash cloud information (or significant meteorological information (SIGMET)) (T-2). If unable to contact an authorized weather source, consider areas depicted on VAAC charts (or SIGMETs) as hazardous. Encounters with volcanic ash will be reported as soon as possible to the controlling agency and aircraft maintenance authorities (T-2). Report volcanic ash encounters to pilot-to-metro service (PMSV) or other weather agencies to ensure rapid dissemination (T-0). See PIREP procedures in the FIH.

6.4.2.2. **(Added-AFSOC)** Volcanic activity is defined as both the volcano itself and any effects of a volcano that are or could be an imminent threat to aircraft. Volcanic activity may be further defined by the theater command, individual countries and/or international ATC agencies.

6.4.2.3. **(Added-AFSOC)** For planning purposes, AFSOC crews will utilize the Joint Air Force and Army Weather Information (JAAWIN) projection forecast and/or regional volcanic ash advisory products to determine areas of volcanic activity. Crews will also use METARs and ATIS/ASOS, if available, when operating near active volcanoes. **(T-2)**

6.4.2.4. **(Added-AFSOC)** Lateral separation. AFSOC/A3 authorizes crews to laterally avoid volcanic activity/ash by 20nm, but 50nm when downwind from the volcano. **(T-2)**

6.4.2.5. **(Added-AFSOC)** Vertical separation. Do not overfly volcanic ash. **(T-2)**

6.4.2.6. **(Added-AFSOC)** Under no circumstances will crews penetrate a volcanic ash cloud. If no weather information is available, crews shall not operate within 50nm of any volcanic activity. **(T-2)**

6.4.3. Bird Watch Condition (BWC).

6.4.3.1. **BWC MODERATE.** Operational commanders will consider restricting formation departures, approaches, and pattern work. To increase the chances of seeing and avoiding birds, avoid hard turns or excessive climb angles. During BWC Phase II periods (see AFI 91-202), accomplish one approach to a full stop unless mission needs warrant additional approaches and sufficient fuel exists to divert if BWC changes to SEVERE (T-3).

6.4.3.2. **BWC SEVERE.** Do not conduct flight operations except in an emergency without OG/CC approval. Arriving aircraft should either hold awaiting a lower BWC or divert (T-3).

6.4.3.3. **Civil or Foreign Fields.** Follow BWC MODERATE procedures if receiving a civilian ATC/Automatic Terminal Information Service (ATIS) hazard advisory to use caution for birds in the vicinity (T-3).

6.4.3.4. NATO countries may use a numerical system to report BWC (see NATO STANAG 3879). Use this intensity conversion: 0-4 for Low, 5 for Medium, 6-8 for Severe. Risk warning updates for NW Europe are available at <https://www.notams.jcs.mil/common/birdtam.html>

6.5. Flight in Extreme Barometric Pressures. If unable to display proper altimeter setting (i.e. barometric pressure is lower than 28 or higher than 31 inches of mercury), obtain operations group commander approval for sustained flight in IMC below FL180. See AIM for more information.

6.6. Flight in Colder Than International Standard Atmosphere (ISA) Temperatures. If the air temperature at altitude is lower than ISA, true altitude will be lower than indicated by the barometric altimeter.

6.6.1. In the absence of MAJCOM guidance, when flying IFR, or VFR at night (unaided), over mountainous terrain with the outside air temperature (OAT) colder than ISA minus 10°C, plan to fly at least 1,000 ft above published minimum altitudes obtained from terrain and IFR enroute charts (e.g. minimum enroute altitudes (MEA), minimum obstruction clearance altitudes (MOCA), OROCAs or other minimum safe altitudes during low-levels). MAJCOM/A3s may publish alternate MDS-specific guidance for aircraft that are equipped to measure and display true altitude with the OAT colder than ISA minus 10°C.

6.6.1. (AFSOC) AFSOC crews will follow minimum altitude guidance in the applicable 11-2MDS, Volume 3 or equivalent.

6.7. Communications.

6.7.1. **Emergency Frequencies.** If suitably equipped, monitor at least one emergency frequency at all times as mission and operational conditions permit (T-1). Report distress or emergency locator transmitter (ELT) transmissions to ATC (T-1).

6.8. RNAV and RNP Operations.

6.8.1. Navigation Database Operations.

6.8.1.1. Do not modify database waypoints or insert user-defined waypoints on RNAV, RNP, etc. routes or procedures except to change altitude and/or airspeed to assist in complying with an ATC instruction (T-0). Systems which allow additional waypoints on the track may be used.

6.8.1.2. Crosscheck the cleared flight plan against current FLIP, the navigation system textual display, and aircraft map display (if applicable) (T-0). Include confirmation of waypoint sequence, reasonability of track angles and distances, altitude or speed constraints, and identification of fly-by or fly-over waypoints (T-0). Do not execute any procedure for which there is doubt about validity of the navigation database or publications (T-0).

6.8.2. **Random RNAV in the NAS.** Radar monitoring is required on all unpublished (random) RNAV routes (T-0). Refer to FLIP GP.

6.8.3. **Published RNAV routes (Q or T routes).** If RNAV routes cannot be retrieved from the database, selecting and inserting ALL of the named fixes from the database is permitted.

6.8.4. **Use of RNAV Systems on Conventional Routes and Procedures.** Suitable RNAV systems may be used as a substitute or alternate means of navigation on conventional routes and procedures. MAJCOMs reference FAA Advisory Circular (AC) 90-108, *Use of Suitable Area Navigation (RNAV) Systems on Conventional Routes and Procedures*, and provide operational guidance. Outside the NAS, comply with host-nation/oceanic procedures (T-0).

6.8.4.1. MAJCOMs may approve the use of other RNAV systems (i.e. not “suitable” as defined in AC 90-108) to enhance IFR navigation on conventional routes and procedures. Underlying conventional NAVAIDS/routes/procedures must be tuned and monitored (T-0).

6.8.4.1. (AFSOC) AFSOC/A3 authorizes other RNAV systems IAW **Paragraph 6.8.4.1. (T-2)**

6.8.4.2. “Alternate means” refers to using a suitable RNAV system in lieu of operable conventional NAVAIDS or installed and operable avionics. “Substitute means” refers to using a suitable RNAV system in lieu of out-of-service conventional NAVAIDS or non-installed/non-operable avionics.

6.8.4.3. The following uses are prohibited:

6.8.4.3.1. Substitution for the final approach segment of a VOR/TACAN/NDB approach (T-0).

6.8.4.3.2. Navigation on LOC-based courses (including LOC back-course guidance) without monitoring the raw LOC data (T-0).

6.8.4.3.3. Navigation with DME/DME/IRU systems (without GNSS/WAAS input) unless specifically authorized by NOTAM or FAA guidance (T-0).

6.8.4.3.4. Use of a procedure identified as “NA” without exception by a NOTAM (T-0).

6.8.4.4. Except as prohibited, either substitute or alternate means of navigation may be used as follows:

6.8.4.4.1. Determine position relative to or distance from a VOR, TACAN, NDB, compass locator, or DME fix.

6.8.4.4.2. Determine position relative to or distance from a named fix defined by the intersection of a radial/bearing/course of a VOR/LOC/TACAN/NDB/compass locator.

6.8.4.4.3. Navigate to/from a VOR/TACAN/NDB/compass locator.

6.8.4.4.4. Hold over a VOR/TACAN/NDB/compass locator, or DME fix.

6.8.4.4.5. Fly an arc based upon DME.

6.8.4.5. Operating Requirements and Considerations.

6.8.4.5.1. Retrieve all NAVAIDS, fixes, and procedures from a current navigation database (T-0).

6.8.4.5.2. Tune, identify, monitor, and display the appropriate ground-based NAVAIDs whenever practicable (T-0).

6.8.4.5.3. Notify ATC when substituting for an out-of-service NAVAID (T-0).

6.9. Performance-Based Operations. Performance-based operations may be based on performance of a combination of navigation, communications, and/or surveillance capabilities (e.g., Required Navigation Performance (RNP)).

6.9.1. Do not execute performance-based operations (airspace/routes/procedures) without specific approval (T-2). MAJCOMs will publish special conditions or limitations associated with each performance-based airspace or procedure.

6.9.1. (AFSOC) Conduct performance-based operations IAW 11-2MDS, Vol 3 procedures. (T-2)

6.9.2. Follow equipment requirements and/or limitations published in FLIP (T-0).

6.9.3. Advise ATC if an equipment failure or other malfunction results in the loss of aircraft capability to continue operations (T-0).

6.9.4. When unable to comply with performance-based operations, revise the route or delay the operation (T-0).

6.10. Legacy Special Civil Airspace Requirements.

6.10.1. **Minimum Navigation Performance Specifications (MNPS) Airspace.** MAJCOMs must provide approval and guidance for operations in MNPS Airspace. Comply with applicable FLIP area planning documents (T-0). HQ USAF/A35, through HQ AFFSA/XOF (hqaffsa.xof@us.af.mil), must approve waivers to the requirements of North Atlantic Track Minimum Navigation Performance Specifications (NAT MNPS) and/or Canadian Minimum Navigation Performance Specifications (CMNPS) airspace.

6.10.1. (AFSOC) **Minimum Navigation Performance Specifications (MNPS) Airspace.** Properly equipped AFSOC aircraft are approved to operate in MNPS airspace.

6.10.2. **Reduced Vertical Separation Minimums (RVSM) Airspace.** Unless specifically cleared by ATC, do not operate in RVSM airspace without functional RVSM equipment (T-0). Comply with applicable FLIP area planning documents (T-0). Notify ATC as soon as possible if required equipment fails after entering RVSM airspace (T-0).

6.11. VFR Flight. When in FAA airspace, adhere to the weather minimums listed in [Table 6.1](#). (T-0). When outside of FAA airspace, comply with guidance in FLIP, FCG, or the ICAO VFR weather minimums depicted in [Table 6.2](#). (T-0). When operating under VFR, aircrews must be able to control the aircraft by referencing visual cues from a discernible horizon regardless of cloud clearance requirements (T-0).

6.11.1. Before transition from IFR to VFR, establish appropriate visibility and cloud clearances IAW [Table 6.1](#) or [6.2](#). (T-0).

6.11.2. During transition from VFR to IFR, maintain appropriate visibility and cloud clearance requirements to a minimum IFR altitude until receipt of the IFR clearance (T-0).

6.11.3. Do not operate beneath the ceiling under VFR within the lateral boundaries of controlled airspace designated to the surface for an airport when the ceiling is less than 1,000 feet (T-0).

Table 6.1. NAS VFR Cloud Clearance and Visibility Minimums (T-0).

FAA Airspace Class	Prevailing or Flight Visibility	Distance from Cloud
Class A	Not Applicable	Not Applicable
Class B	3 SM	Clear of Clouds
Class C and Class D	3 SM	500 ft. below, 1,000 ft. above, and 2,000 ft. horizontal
Class E and G (Fixed-wing) Below 10,000 ft. MSL	3 SM	500 ft. below, 1,000 ft. above, and 2,000 ft. horizontal
Class E and G (Fixed-wing) At or above 10,000 ft. MSL	5 SM	1,000 ft. below, 1,000 ft. above, and 1 SM horizontal
Class E (Helicopter) Below 10,000 ft. MSL	3 SM	500 ft. below, 1,000 ft. above, and 2,000 ft. horizontal
Class E (Helicopter) At or above 10,000 ft. MSL	5 SM	1,000 ft. below, 1,000 ft. above, and 1 SM horizontal
Class G (Helicopter) Below 1,200 ft. AGL	Day: 1/2 SM Night: 1 SM	Clear of clouds if operated at a speed that allows the pilot adequate opportunity to see any air traffic or obstructions in time to avoid a collision.
Class G (Helicopter) Above 1,200 ft. AGL and Below 10,000 ft. MSL	Day: 1 SM Night: 3 SM	500 ft. below, 1,000 ft. above, and 2,000 ft. horizontal
Class G (Helicopter) Above 1,200 ft. AGL and Above 10,000 ft. MSL	5 SM	1,000 ft. below, 1,000 ft. above, and 1 SM horizontal
<i>NOTE: When permitted by MAJCOM and ATC, helicopters, IAW SVFR, may operate in lower visibility conditions, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.</i>		

Table 6.2. ICAO VFR Cloud Clearance and Visibility Minimums (T-0).

ICAO Airspace Class	Flight Visibility	Distance from Cloud
Class A	Not Applicable	Not Applicable
Class B	8 KMs above 10,000 ft. MSL 5 KMs below 10,000 ft. MSL	Clear of clouds
Class C, D, and E	Same as Class B	1,500 m horizontal 300 m (1,000 ft.) vertical
Class F and G (Fixed-wing) Above 900 m (3,000 ft.) MSL or above 300 m (1,000 ft.) above terrain, whichever is higher	Same as Class B	Same as Class C, D, and E.
Class F and G (Fixed-wing) At and below 900 m (3,000 ft.) or 300 m (1,000 ft.) above terrain whichever is higher	5 KMs	Same as Class C, D, and E.
Class F (Helicopter) Above 900 m (3,000 ft.) or 300 m (1,000 ft.) above terrain whichever is higher	8 KMs above 10,000 ft. MSL 5 KMs below 10,000 ft. MSL	1,500 m horizontal 300 m (1,000 ft.) vertical.
Class F and G (Helicopter) At and below 900 m (3,000 ft.) or 300 m (1,000 ft.) above terrain whichever is higher	5 KMs (See NOTE)	Clear of cloud and in sight of the surface.
Class G (Helicopter) Above 900 m (3,000 ft.) or 300 m (1,000 ft.) above terrain whichever is higher	8 KMs above 10,000 ft. MSL 5 KMs below 10,000 ft. MSL	1,500 m horizontal 300 m (1,000 ft.) vertical
<i>NOTE: When permitted by MAJCOM and ATC, helicopters, IAW SVFR, may operate in lower visibility conditions, if maneuvered at a speed that will give adequate opportunity to observe other traffic or any obstacles in time to avoid a collision.</i>		

Chapter 7

ARRIVAL

7.1. Weather.

7.1.1. **Destination Weather Update.** Obtain the latest destination airport conditions prior to beginning descent or commencing an approach (T-1).

7.1.2. **Required Approach Minimums.** Do not begin a descent if destination weather is below the following required landing minimums:

7.1.2.1. For a straight-in or sidestep approach, the required visibility minimums (T-1).

7.1.2.2. For a circling approach, both the required ceiling and visibility minimums (T-1).

7.1.3. **Changes to Weather During Arrivals.** If the reported weather decreases below minimums after starting a descent, receiving radar vectors for an approach, or established on any segment of an approach prior to the missed approach point (MAP), the approach may be continued to the MAP and either execute a missed approach or continue to land if conditions in [paragraphs 7.5.2](#) and [7.5.3](#) are met.

7.1.4. **Approach or Landing Near Hazardous Weather.** Do not fly an approach or land at an airport where thunderstorms or other hazardous conditions are producing hail, strong winds, gust fronts, heavy rain, lightning, wind shear, or microbursts (T-2).

7.1.5. Landing Criteria.

7.1.5.1. **Fixed-Wing.** MAJCOMs may authorize Category I Instrument Landing System (ILS) approaches to less than 2400 RVR at locations without Touchdown Zone/Centerline Lighting (TDZ/CL) (or when such system is inoperative) provided the approach is flown using guidance from an approved flight director, heads-up display (HUD), or coupled to an autopilot flown to a Decision Altitude (DA). In addition to MAJCOM approval, authorization must be stated on the instrument approach procedure (IAP) or be published in the inoperative components or visual aids table of the TPP (T-0).

7.1.5.1. **(AFSOC) Fixed-Wing.** Properly-equipped AFSOC aircraft are approved to conduct Category I/II/III operations as described below. Aircraft certification and additional operational criteria will be published in the MDS-specific operations procedures. Crew members will be trained and certified IAW appropriate civil standards and MDS-specific training instructions. (T-2)

7.1.5.1.1. **Category I (1800 RVR or greater).** Touchdown zone RVR must be equal to or greater than the specified minimums on the IAP (T-0).

7.1.5.1.2. **Category II (1200 to less than 1800 RVR).** Touchdown zone RVR must be equal to or greater than the specified minimums on the IAP (T-0).

7.1.5.1.3. **Category III (RVR less than 1200).** Touchdown, midfield, and rollout RVR must be equal to or greater than the specified minimums on the IAP (T-0). MAJCOMs will publish Category III RVR requirements if applicable.

7.1.5.2. **Helicopter.** Category A minimums may be used regardless of approach speed. Additionally, visibility minimums may be reduced by one-half, but no lower than 1/4 SM PV or 1,200 ft. RVR (T-0). Apply any inoperative approach lighting visibility correction before reducing minimums (T-0). Do not reduce the visibility minimums on Copter, Category II, Category III, and circling procedures; or if “Visibility Reduction by Helicopters NA” is annotated on the procedure (T-0). Apply airspeed limitations IAW **Table 7.1.** (T-0).

7.1.5.2.1. **(Added-AFSOC)** Pilots of AFSOC vertical-lift aircraft will comply with **Paragraph 7.1.5.2.** and **Table 7.1.** (T-2)

Table 7.1. Helicopter Use of Approach Procedures (T-0).

Procedure	Helicopter Visibility Minimums	Helicopter MDA/DA	Maximum Speed Limitations
Conventional (non-Copter)	The greater of: one-half the Category A visibility minimums, or ¼ SM visibility, or - 1200 RVR	As published for Category A	Initiate the final approach segment at speeds up to the upper limit of the highest Approach Category authorized by the procedure, but must be slowed to no more than 90 knots indicated airspeed (KIAS) at the missed approach point (MAP) in order to apply the visibility reduction.
Copter Procedure	As published	As published	90 KIAS when on a published route/track
Global Positioning System (GPS) Copter Procedure	As published	As published	90 KIAS when on a published route or track, EXCEPT 70 KIAS when on the final approach or missed approach segment and, if annotated, in holding. Military procedures are limited to 90 KIAS for all segments.

7.2. Cold Weather Altitude Corrections. Add the values derived from the FIH Temperature Correction Chart to the published procedure altitudes IAW **Table 7.2.** (T-0). Unless otherwise directed by MAJCOM, advise ATC if any applied correction exceeds 80 ft.

7.2.1. Do not apply a temperature correction to an ATC-assigned altitude (T-0). Radar vectoring altitudes assigned by ATC in the NAS are not temperature compensated and may be queried or refused if obstacle clearance is in doubt.

7.2.2. **(Added-AFSOC)** For tactical operations, apply cold weather altimeter corrections to any reference barometric altitude (i.e., MSA, ESA, NVG reference altitude, drop altitude, SCA/IPRA backup altitudes, SCA/IPRA minima) used during low-level operations whenever

the outside air temperature is below 32F/0C. **Exception:** For MC-130H with TRUEALT function active, altimeter corrections for low temperatures are not required. (T-2)

Table 7.2. Cold Weather Altitude Corrections (T-1).

Altimeter Setting Source Temperature	Published IAP	IAP in mountainous terrain	If procedure turn or intermediate approach altitude on the IAP is ≥ 3000 ft above the altimeter setting source (N/A for High-Alt IAF or if only the missed approach altitude is ≥ 3000 ft)
At or Below 32° F / 0° C	Correct all altitudes inside FAF or below 1,000 ft. AGL	Correct all altitudes on the IAP	
At or Below -22°F / -30° C			
<i>NOTE: IAP includes minimum sector altitudes, missed approach altitudes, ESA, MSA, and DME arcs.</i>			

7.3. Types of Arrivals.

7.3.1. **Conventional Arrivals.** Fly these procedures using the appropriate conventional NAVAID(s) as the primary means of navigation except as authorized with approved RNAV equipment (T-0); see [paragraph 6.9](#).

7.3.2. **RNAV/RNP/GNSS Arrivals.** Retrieve RNAV/RNP/GNSS procedures in their entirety by procedure name from a current navigation database and compare against approved publications (T-0).

7.3.3. **MAJCOM Certified Procedure.** Fly these procedures as authorized by the MAJCOM.

7.4. Types of Approaches.

7.4.1. **NDB/VOR/TACAN/ILS Approaches.** Fly these procedures using the appropriate conventional NAVAID(s) as the primary means of navigation except as authorized with approved RNAV equipment (T-0); see [paragraph 6.9](#).

7.4.2. **RNAV/RNP/GNSS Approaches.** Retrieve RNAV/RNP/GNSS procedures in their entirety by procedure name from a current navigation database and compare against approved publications (T-0).

7.4.3. **Self-Contained Approaches (SCA).** SCAs are approved for IMC when developed by TERPS authority IAW AFI 11-230 and approved for use by the MAJCOM. When unable to develop a procedure IAW AFI 11-230 by a TERPS authority, see paragraph 7.4.6.

7.4.3. **(AFSOC) Self-Contained Approaches (SCA).** AFSOC aircrews will follow guidance in [Paragraph 7.4.6](#). MAJCOM Certified Procedures and sub-paragraphs for the approval and execution for AFSOC termed Self Contained Approaches (SCA) and Independent Precision Radar Approaches (IPRA). (T-2)

7.4.4. **Precision Runway Monitoring (PRM) Approaches.** Do not fly PRM approaches unless the aircrew and the aircraft are properly certified by the MAJCOM (T-0). If unable to accept a PRM approach clearance, contact Air Traffic Control System Command Center at 1-800-333-4286 to coordinate an arrival time. Without coordination, expect an ATC-directed divert to a non-PRM airport.

7.4.4. **(AFSOC) Precision Runway Monitoring (PRM) Approaches.** Upon completion of ILS PRM training, AFSOC aircrews may fly PRM approaches IAW AFMAN 11-217, Vol 1. Approved training includes formal courses such as the Instrument Refresher Course or unit training approved by AFSOC/A3T.

7.4.4.1. TCAS II equipped aircraft will fly the ILS PRM approach in TA/RA mode (T-0).

7.4.4.2. If an ATC breakout and a TCAS RA are received simultaneously, or shortly after one another, turns will be in accordance with ATC breakout instructions while vertical corrections will be in accordance with the TCAS system (T-0).

7.4.5. **Authorization Required Procedures.** Do not fly any RNP “Authorization Required”, conventional “Special Authorization”, or any procedure with a note requiring specific authorization without MAJCOM training and operational approval (T-0).

7.4.6. **MAJCOM Certified Procedure.** MAJCOM/A3s may develop and authorize an approach procedure for use in IMC for their aircraft. Complete MAJCOM-specific training before using such procedures (T-1). These procedures may be performed:

7.4.6. **(AFSOC) MAJCOM Certified Procedure.** AFSOC/A3 delegates approval authority to the OG/CC or equivalent COMAFSOF for forces under their control to execute AFSOC-termed SCAs and IPRA in IMC for combat, contingencies and exercises.

7.4.6.1. With appropriate airspace authority approval (e.g. ATC, Airspace Control Order (ACO), host-nation agreement); or,

7.4.6.2. In conjunction with a compatible published instrument approach procedure; or,

7.4.6.3. In SUA; or,

7.4.6.4. Under VFR.

7.4.6.5. **(Added-AFSOC)** For AFSOC SCAs and IPRA, the MDA/DA will be commensurate with aircraft equipment capabilities and mission requirements. The applicable obstacle clearance will be maintained until descent on the final approach segment. Crews initiating SCAs or IPRA from tactical enroute altitudes will maintain no less than established tactical obstacle clearance as per MDS guidance until descent on the final approach segment. **(T-2)**

7.4.6.6. **(Added-AFSOC)** AFSOC SCAs and IPRA are a specialized operational mission capability similar to IMC terrain following and are not instrument-related events that must be accomplished under IFR. Procedures for mission accomplishment of SCAs and IPRA are published in MDS-specific operations procedures. If unable to comply with **Paragraph 7.4.6.6.1.**, AFSOC crews will conduct SCAs or IPRA in VMC or utilize procedures approved for IMC use IAW **Paragraph 7.4.6.7. (Added-AFSOC).** **(T-2)**

7.4.6.6.1. **(Added-AFSOC)** Crews may conduct SCAs and IPRA's that closely follow published instrument approach ground tracks on operational or training missions under the following conditions:

7.4.6.6.1.1. **(Added-AFSOC)** Clear of clouds, with at least 1 statute mile flight visibility, able to continue to the destination airport and execute the SCA or IPRA missed approach under those conditions. **(T-2)**

7.4.6.6.1.2. **(Added-AFSOC)** Reported ground visibility at the destination airport must be at least 1 SM. **(T-2)**

7.4.6.6.1.3. **(Added-AFSOC)** Pilots planning a low approach, touch-and-go, or stop-and-go under IFR will obtain IFR climb out instructions prior to commencing the SCA or IPRA. **(T-2)**

7.4.6.7. **(Added-AFSOC)** Requests to conduct SCAs or IPRA's in IMC will include the information specified in **Paragraph 7.4.6.5. (Added-AFSOC)**. Submit IMC SCA or IPRA requests through Stan/Eval channels to the OG/CC or equivalent COMAFSOF.

7.4.7. **Radar approaches.** Fly these approaches as authorized by MAJCOM.

7.4.7. **(AFSOC)** Radar approaches. AFSOC/A3 authorizes AFSOC and AFSOC gained aircraft to fly Approach Surveillance Radar (ASR) and Precision Approach Radar (PAR) approaches to the applicable minimums for the aircraft category.

7.5. Approach Minimums.

7.5.1. **Determining Decision Height (DH)/Decision Altitude (DA)/Minimum Descent Altitude (MDA).** Determine minimum approach altitudes with the barometric altimeter except when directed by MAJCOM or aircraft T.O. guidance.

7.5.1. **(AFSOC) Determining Decision Height (DH)/Decision Altitude (DA)/Minimum Descent Altitude (MDA).** See MDS-specific operations procedures for guidance on the use of radar altimeters. For straight-in or sidestep radar approaches, pilots of AFSOC fixed-wing aircraft will base DA/MDA on a HAT/HAA of no less than 200 feet. **(T-2)**

7.5.2. **Descent Below DH/DA/MDA.** Do not descend below DH/DA/MDA until sufficient visual reference with the runway environment has been established and in a position to execute a safe landing (T-2).

7.5.3. **Descent Below 100 ft.** Do not descend below 100 ft. above the threshold elevation (THRE) or touchdown zone elevation (TDZE) using the approach lights as a reference unless the red termination bars or the red side row bars are visible and identifiable (N/A on CAT III approaches) (T-2).

7.6. **Inoperative Approach Lighting System (ALS).** Unless **paragraph 3.16.1** applies, when the runway ALS (or any portion, but not including sequenced flashers or visual glide slope indicators) as depicted on the procedure is inoperative, increase the published visibility minimums of an instrument approach by one of the following:

7.6.1. As directed by the inoperative components table in the TPP (T-0); or,

7.6.2. As stated on IAP, NOTAMS, ATIS, or other airport information source (T-0); or,

7.6.3. If no other guidance is provided, increase published visibility by ½ mile (T-0).

7.7. Landing Gear Reporting Procedures. Retractable gear aircraft will report gear down status to ATC or runway supervisory unit after extending the landing gear (T-2). This report shall be made during any approach prior to crossing the runway threshold (T-2).

7.8. Missed Approach.

7.8.1. Executing the Missed Approach. If at the MAP/DH/DA and not in a position to execute a safe landing, immediately execute the appropriate missed approach procedure or ATC-issued climbout instructions (T-2). If beyond the MAP/DH/DA, coordinate with ATC for climb-out instructions (T-1).

7.8.1.1. The missed approach procedure should not be initiated until over the MAP/DH/DA unless otherwise cleared by ATC. Climbing prior to the MAP/DH/DA is permitted, but ATC should be advised as soon as practical.

7.8.1.2. During an emergency, if unable to comply with the missed approach routing or climb requirements, coordinate alternate climbout instructions to ensure obstacle clearance.

7.8.2. Missed Approach Climb Performance. Prior to starting any instrument approach, ensure compliance with the following missed approach climb gradients:

7.8.2.1. Climb performance must meet or exceed 200 ft/NM or the published missed approach climb gradient, whichever is higher, to an appropriate IFR altitude (T-0).

7.8.2.2. **Multi-Engine Fixed-Wing Aircraft.** Ensure the aircraft can meet 200 ft/NM or the published missed approach climb gradient, whichever is higher, to an appropriate IFR altitude with OEI (T-2).

7.8.2.2.1. If unable to meet published missed approach climb gradient OEI, and operationally necessary, the MAJCOM/A3 may authorize subtraction of up to 48' /NM from the missed approach climb gradient.

7.8.2.2.1. (AFSOC) AFSOC/A3 delegates approval authority to the PIC to subtract up to 48' /NM from the missed approach climb gradient for OEI.

7.8.2.3. **Helicopter.** Climb performance must meet or exceed 200 ft/NM or the published missed approach climb gradient, whichever is higher, to an appropriate IFR altitude which ensures obstacle clearance; or meet 400 ft/NM for "Copter Only" approaches (T-0).

7.9. Land and Hold Short Operations (LAHSO). Fixed-wing pilots are prohibited from accepting LAHSO clearances (T-2).

7.9.1. Aircrews may passively participate in LAHSO (land or take-off when another aircraft has been given a LAHSO clearance). The PIC is the final authority whether to take-off, land, or continue a touch-and-go when a merging aircraft has received a LAHSO clearance.

7.10. Reduced Same Runway Separation (RSRS). MAJCOMs may approve non-formation RSRS operations. Host ATC and user units will publish RSRS procedures (T-2). MAJCOM approval shall include MDS-specific RSRS criteria governing similar and dissimilar landing/touch-and-go/low approach operations.

7.10. (AFSOC) Reduced Same Runway Separation (RSRS). Non-formation RSRS operations are not authorized. Formation procedures will be IAW MDS-specific operations procedures. (T-2)

7.11. Helicopter Landing Areas. Helicopters may operate from/to other than established landing areas (e.g., fields, highways, parks) if conducting an operational or training mission. For training missions, permission must be received to use the area and safeguards must exist to permit operations without hazard to persons or property (T-3).

7.12. Landing With Hot Armament. MAJCOMs will ensure units publish procedures for aircraft operations with hot armament.

7.12.1. Before landing with hot armament or practice munitions at any airfield where such procedures are unfamiliar, aircrew must:

7.12.1.1. Advise the tower of the circumstances (T-0);

7.12.1.2. Advise transient alert and other appropriate agencies (T-0); and,

7.12.1.3. Request taxi instructions to a designated safe (de-arm) area (T-0).

7.12.2. After landing, aircrew must:

7.12.2.1. Avoid taxiing into an area that could threaten personnel or equipment (T-0).

7.12.2.2. Ensure the ground crew is aware of the armament onboard (T-0); and,

7.12.2.3. Request assistance from the nearest DoD facility, if necessary.

7.13. Touch-and-Go Landings. MAJCOMs will publish guidance addressing operating conditions and qualifications.

7.13. (AFSOC) Touch-and-Go Landings. Touch-and-go landings are authorized in AFSOC aircraft. See applicable MDS-specific training and operations procedures for touch-and-go restrictions, operating conditions, and qualifications.

7.14. Turns after Touch-and-Go or Low Approach. When operating IFR, do not turn after a touch-and-go or low approach until at least 400 ft. above the DER elevation, at a safe airspeed, and past the end of the runway (if visible) unless specifically cleared by the controlling agency, required by a published procedure, or when executing a closed pattern (T-1).

7.15. Traffic Pattern Procedures.

7.15.1. Fly traffic patterns IAW with control tower instructions, local flying procedures, AFMAN 11-217 series, or FLIP (T-0).

7.15.2. At airports with no control tower, follow the standard light signals or visual indicators that prescribe the direction of traffic and landing runway (T-0).

7.15.3. Helicopters should avoid the flow of fixed-wing aircraft unless operating at a compatible airspeed.

7.16. Practice Instrument Approaches Under VFR. MAJCOM approval is required to practice instrument approaches under VFR. The following restrictions apply:

7.16. (AFSOC) Practice Instrument Approaches Under VFR. Practice instrument approaches under VFR are authorized for AFSOC aircraft.

7.16.1. Maintain VFR cloud clearances and visibilities IAW Tables 6.1 and 6.2 (T-0);

7.16.2. Use terminal radar service when available (T-1);

7.16.3. Make all position reports IAW AFMAN 11-217 series (T-1); and

7.16.4. Request ATC clearance to fly the published missed approach (T-0).

7.17. Night VMC Approaches. In the absence of MAJCOM guidance, fly the most precise IAP available (T-1).

7.17. (AFSOC) Night VMC Approaches. Crews will normally fly a precision approach, if available, at night and during marginal weather. When training or mission requirements dictate, pilots may fly non-precision approaches, tactical approaches, SCAs, IPRAs, or VFR traffic patterns.

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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

- AFH 11-203V1, *Weather for Aircrews*, 12 Jan 12
- AFH 11-203V2, *Weather for Aircrews*, 13 Aug 15
- AFI 10-206, *Operational Reporting*, 11 Jun 14
- AFI 10-707, *Spectrum Interference Resolution Program*, 22 Dec 15
- (Added-AFSOC)** AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012
- AFI 11-202V1, *Aircrew Training*, 22 Nov 10
- AFI 11-209, *Aerial Event Policy and Procedures*, 4 May 06
- AFI 11-214, *Air Operations Rules and Procedures*, 14 Aug 12
- AFI 11-215, *USAF Flight Manuals Programs (FMP)*, 22 Dec 08
- AFI 11-218, *Aircraft Operations and Movement on the Ground*, 28 Oct 11
- AFI 11-230, *Instrument Procedures*, 27 Sep 13
- AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, 25 Feb 09
- AFI 11-301V4, *Aircrew Laser Eye Protection (ALEP)*, 21 Feb 08
- AFI 11-401, *Aviation Management*, 10 Dec 10
- AFI 11-402, *Aviation and Parachutist Service, Aeronautical Ratings and Aviation Badges*, 13 Dec 10
- AFI 11-403, *Aerospace Physiological Training Program*, 30 Nov 12
- AFI 11-409, *High Altitude Airdrop Mission Support Program*, 9 Sep 15
- AFI 11-502V3, *Small Unmanned Aircraft Systems Operations*, 21 Aug 15
- AFI 13-201, *Airspace Management*, 21 Aug 12
- AFI 16-1301, *Survival, Evasion, Resistance and Escape (SERE) Program*, 6 Sep 06
- AFI 33-324, *The Air Force Information Collections and Reports Management Program*, 6 Mar 13
- AFI 33-360, *Publications and Forms Management*, 01 Dec 15
- AFI 48-123, *Medical Examination and Standards*, 5 Nov 13
- AFI 62-601, *USAF Airworthiness*, 11 Jun 10
- AFI 63-112, *Cockpit Working Groups*, 9 Aug 06
- AFI 63-137, *Assurance of Communications, Navigation, Surveillance/Air Traffic Management (CNS/ATM), Navigation Safety, and Next Generation Air Transportation System (NextGen) Performance*, 29 Mar 12

AFI 65-503, *US Air Force Cost and Planning Factors*, 4 Feb 94

AFI 91-202, *The US Air Force Mishap Prevention Program*, 24 Jun 15

AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*, 11 Nov 94

AFMAN 11-217V1, *Instrument Flight Procedures*, 22 Oct 10

AFMAN 11-217V2, *Visual Flight Procedures*, 22 Oct 10

AFMAN 11-217V3, *Supplemental Flight Information*, 23 Feb 09

(Added-AFSOC) AFMAN 23-220, *Reports of Survey for Air Force Property*, 1 July 1996

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

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 16 May 13

AFPAM 11-216, *Air Navigation*, 1 Mar 01

AFPD 11-2, *Aircrew Operations*, 19 Jan 12

AFPD 11-3, *Aircrew Flight Equipment (AFE)*, 24 Sep 13

AFPD 11-4, *Aviation Service*, 1 Sep 04

(Added-AFSOC) AFSOCI 48-1010, *Aeromedical Special Operations*, 8 March 2016

FAA Advisory Circular 90-108, *Use of Suitable Area Navigation (RNAV) Systems on Conventional Routes and Procedures*

FAA Advisory Circular 120-76C, *Guidelines for the Certification, Airworthiness, and Operational Use of Electronic Flight Bags*

FAA AIM *Aeronautical Information Manual*

FAA Joint Order 7400.2J *Procedures for Handling Airspace Matters*

FAA Joint Order 7610.4T *Special Operations*

FAA Order 7110.118A *Land and Hold Short Operations (LAHSO)*

(Added-AFSOC) Host Nation Standard Terminal Arrivals (STARS) Usage without Terminal Instrument Procedures (TERPS) Review Memorandum dated 21 May 2015

ICAO Doc 9613, *Performance Based Navigation (PBN) Manual*

NATO STANAG 3879, *Birdstrike Risk/Warning Procedures*

SS521-AG-PRO-010 *U.S. Navy Diving Manual*

Title 14 Code of Federal Regulations Parts 91, *Air Traffic and General Operating Rules*, Parts 121 and 135, *Air Carriers and Operators for Compensation or Hire: Certification and Operations*

T.O. 42C-1-2 *Anti-Icing De-Icing and Defrosting of Parked Aircraft*

Prescribed Forms

AF Form 70, *Pilot's Flight Plan and Flight Log*

(Added-AFSOC) AFSOC Form 679A, Air Force Publication Compliance Item Waiver Request/Approval

AF Form 72, *Air Report (AIREP)*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DoD International Flight Plan*

Adopted Forms

AF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*

(Added-AFSOC) AF Form 4348, USAF Aircrew Certifications

(Added-AFSOC) AF Form 2400, Functional Check Flight Log

AF Form 847, *Recommendation for Change of Publication*

DD Form 2131, *Passenger Manifest*

Abbreviations and Acronyms

AC—Advisory Circular

ADIZ—Air Defense Identification Zone

ADS-B—Automatic Dependent Surveillance-Broadcast

AEO—All Engines Operating

AFFSA—Air Force Flight Standards Agency

AFH—Air Force Handbook

AFI—Air Force Instruction

AFJI—Air Force Joint Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFREP—Air Force Representative to the FAA

AGCAS—Automatic Ground Collision Avoidance System

AGL—Above Ground Level

AIM—Aeronautical Information Manual

AIR CARD—Aviation Into-Plane Reimbursement Card

AIREP—Air Report

ALS—Approach Lighting System
ALTRV—Altitude Reservation
ANG—Air National Guard
AP—Area Planning
ARCP—Air Refueling Control Point
ARTCC—Air Route Traffic Control Center
ASAP—Aviation Safety Action Program
ASRR—Airfield Suitability and Restrictions Report
ATC—Air Traffic Control
ATCAA—Air Traffic Control Assigned Airspace
ATIS—Automatic Terminal Information Service
BWC—Bird Watch Condition
C2—Command and Control
CCMD—Combatant Command
CFIT—Controlled Flight Into Terrain
CFR—Code of Federal Regulations (Formerly FARs)
CMNPS—Canadian Minimum Navigation Performance Standards
CNS—Communications, Navigation, Surveillance
COA—Certificate of Authorization
COMAFFOR—Commander Air Force Forces
DA—Decision Altitude
DCS—Decompression Sickness
DER—Departure End of the Runway
DH—Decision Height
DINS—Defense Internet NOTAM Service
DME—Distance Measuring Equipment
EGI—Embedded GPS/INS
EGPWS—Enhanced Ground Proximity Warning System
ELP—Emergency Landing Pattern
ELT—Emergency Locator Transmitter
ESA—Emergency Safe Altitude
ETA—Estimated Time of Arrival

ETP—Equal Time Point
FAA—Federal Aviation Administration
FAAO—Federal Aviation Administration Order
FBO—Fixed-Base Operator
FCB—Flight Crew Bulletin
FCG—Foreign Clearance Guide
FCIF—Flight Crew Information File
FDE—Fault Detection and Exclusion
FDP—Flight Duty Period
FIH—Flight Information Handbook
FL—Flight Level
FLIP—Flight Information Publication
FMC—Flight Management Computer
FMS—Flight Management System
FOD—Foreign Object Damage
FSO—Flight Safety Officer
FSS—Flight Service Station
GCAS—Ground Collision Avoidance System
GNSS—Global Navigation Satellite System
GP—General Planning
GPS—Global Positioning System
GPWS—Ground Proximity Warning System
HDD—Head-Down Display
HEEDS—Helicopter Emergency Egress Device System
HMD—Helmet-Mounted Display
HUD—Head-Up Display
IAP—Instrument Approach Procedure
ICAO—International Civil Aviation Organization
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
INS—Inertial Navigation System

IR—Infrared
IR—IFR Military Training Routes
ISA—International Standard Atmosphere
JO—Joint Order
JSIR—Joint Spectrum Interference Resolution
KIAS—Knots Indicated Airspeed
KTAS—Knots True Airspeed
LAHSO—Land and Hold Short Operations
LNAV—Lateral Navigation
LOA—Letter of Agreement
MAJCOM—Major Command
MAP—Missed Approach Point
MDA—Minimum Descent Altitude
MDS—Mission Design Series
MEA—Minimum Enroute Altitude
MEP—Mission Essential Personnel
MNPS—Minimum Navigation Performance Specifications
MOA—Military Operations Area
MOCA—Minimum Obstruction Clearance Altitude
MSA—Minimum Safe Altitude
MSL—Mean Sea Level
MTR—Military Training Route
NAS—National Airspace System
NAT—North Atlantic Track
NAVAID—Navigational Aid
NM—Nautical Mile
NOTAM—Notices to Airmen
NVD—Night Vision Device
OAT—Outside Air Temperature
ODP—Obstacle Departure Procedure
OEI—One Engine Inoperative
OROCA—Off Route Obstruction Clearance Altitude

ORTCA—Off Route Terrain Clearance Altitude
OTC—Over-the-Counter
PANS-OPS—Procedures for Air Navigation Services-Aircraft Operations
PAO—Public Aircraft Operations
PBN—Performance Based Navigation
PBO—Performance Based Operations
PED—Portable Electronic Device
PFR—Primary Flight Reference
PIC—Pilot in Command
PIREP—Pilot Report
PMSV—Pilot-to-Metro Service
PPS—Precise Position Service
PRM—Precision Runway Monitoring
PV—Prevailing Visibility
RA—Resolution Advisory
RAIM—Receiver Autonomous Integrity Monitoring
RM—Risk Management
RNAV—Area Navigation
RNP—Required Navigation Performance
RPA—Remotely Piloted Aircraft
RSRS—Reduced Same Runway Separation
RSU—Runway Supervisory Unit
RTRL—Reduced Takeoff Runway Length
RVR—Runway Visual Range
RVSM—Reduced Vertical Separation Minimum
SAR—Search and Rescue
SARP—Standards and Recommended Practices
SBAS—Satellite-Based Augmentation System
SCA—Self-Contained Approach
SDP—Special Departure Procedures
SERE—Survival, Evasion, Resistance, and Escape
SFO—Simulated Flameout

SID—Standard Instrument Departure
SIGMET—Significant Meteorological Information
SM—Statute Mile
SMGCS—Surface Movement Guidance and Control System
SPINS—Special Instructions
SPS—Standard Position Service
SR—Slow Speed Low Altitude Training Routes
SUA—Special Use Airspace
SVFR—Special Visual Flight Rules
TA—Traffic Alert
TAWS—Terrain Awareness and Warning System
TCAS—Traffic Alerting and Collision Avoidance System
TDZ/CL—Touchdown Zone/Centerline Lighting
TDZE—Touchdown Zone Elevation
TEMPO—Temporary
TERPS—Terminal Instrument Procedures
TFR—Temporary Flight Restriction
THRE—Threshold Elevation
T.O—Technical Order
TOLD—Takeoff and Landing Data
TPP—Terminal Procedures Publication
TSO—Technical Standard Order
UAS—Unmanned Aircraft System
USCG—United States Coast Guard
USG—United States Government
VAAC—Volcanic Ash Advisory Center
VCOA—Visual Climb Over Airport
VFR—Visual Flight Rules
VMC—Visual Meteorological Conditions
VNAV—Vertical Navigation

VR—VFR Military Training Routes

WAAS—Wide Area Augmentation System

WX—Weather

Terms

Aerobatics—Intentionally performed spins, vertical recoveries, and other maneuvers that require pitch and bank angles greater than 90 degrees.

Aircrew Member—An individual, designated on the Flight Authorization who is an aircrew member as explained in AFPD 11-4, *Aviation Service*, AFI 11-402, *Aviation and Parachutist Service*, *Aeronautical Ratings and Aviation Badges*, and is assigned to a position listed in AFI 65-503, *US Air Force Cost and Planning Factors*, and is designated on orders to fulfill specific aeronautical tasks.

Aircrew or Crew—The full complement of military, civilian and contract personnel required to operate a USAF aircraft and complete an assigned mission.

Air Force Flight Standards Agency (AFFSA)—HQ USAF Field Operating Agency charged with the development, standardization, evaluation and certification of procedures, equipment and standards to support global flight operations.

Anti-collision Lights—The primary flashing light system on the aircraft intended to attract the attention of others to enhance sense-and-avoid operations.

ASAP—An identity protected, self-reporting system designed to encourage the voluntary reporting of issues that increase risk to flight operations.

Augmented Aircrew—A basic aircrew supplemented by additional aircrew members to permit in-flight rest. If the basic aircrew requires only one pilot and a second qualified pilot (includes pilots enrolled in an AETC formal aircrew training course) is designated an aircrew member to augment pilot duties, the crew can be considered augmented.

Automatic Dependent Surveillance-Broadcast—A system of two avionics components consisting of a GPS and a transponder (usually Mode S) which will replace radar as the primary surveillance method worldwide. ADS-B consists of two different services: “ADS-B Out” transmits aircraft position to ATC and other aircraft, and “ADS-B In” which receives position of other aircraft and may include separation applications.

Basic Aircrew—Aircrew positions as defined in the aircraft T.O. (or MDS-specific AFI) for the normal operation of the aircraft or mission.

Civil Twilight—Evening Civil Twilight is the period that begins at sunset and ends in the evening when the center of the sun’s disk is 6 degrees below the horizon. Morning Civil Twilight begins prior to sunrise when the center of the sun’s disk is 6 degrees below the horizon, and ends at sunrise. Use an authorized weather source, the latest version of the Air Almanac, MAJCOM-approved computer program, or US Naval Observatory data to determine and calculate sun and moon data. Both periods of twilight are considered “day”, unless further restricted by the MAJCOM.

Critical Phase of Flight—In the absence of MAJCOM guidance, this term should include: terminal area operations including taxi, takeoff and landing, low-level flight, air refueling, airdrop, weapons employment, flight using NVDs, tactical/air combat and formation operations (other than cruise), and all portions of any test or functional check flight or any aerial demonstration.

Day—The time between the beginning of morning civil twilight and the end of evening civil twilight, as published in the Air Almanac.

Decision Altitude (DA) / Decision Height (DH)—A specified altitude during a precision approach at which a decision must be made to either continue the approach if the pilot acquires the required visual references, or immediately executes a missed approach. Decision Altitude is referenced to mean sea level and Decision Height is referenced to the threshold elevation.

Diverse Vector Area (DVA)—An area in a radar environment established at the request of Air Traffic that meets TERPS criteria for diverse departures, obstacles and terrain avoidance. Within a DVA, random radar vectors below the MVA/MIA may be issued to departing aircraft.

Emergency Fuel—The point at which it is necessary to proceed directly to the airport of intended landing due to low fuel. Declaration of “emergency fuel” is an explicit statement that priority handling by ATC is both required and expected.

FAA Exemption or Authorization—An official written FAA document which provides the petitioner relief from specified parts of the CFRs.

Fault Detection and Exclusion (FDE)—A RAIM algorithm that can automatically detect and exclude a faulty satellite from the position solution when a sufficient number of redundant satellite measurements are available.

Flight Management Computer (FMC) / Flight Management System (FMS)—An on-board computer system that automates a wide variety of in-flight tasks, to include flight plan management, multi-sensor navigation, aircraft guidance, and performance management.

Formation Flight—More than one aircraft which, by prior arrangement between the pilots, operates as a single aircraft with regard to navigation and position reporting. Separation between aircraft within the formation is the responsibility of the flight leader and the pilots of the other aircraft in the flight. This includes transition periods when aircraft within the formation are maneuvering to attain separation from each other to effect individual control and during join-up and breakaway. Such a group is treated for ATC purposes as a single aircraft.

Fuel Reserve—The amount of usable fuel that must be carried on each aircraft beyond that required to complete the flight as planned.

Global Navigation Satellite System (GNSS)—A generic term for satellite-based navigation, including GPS, SBAS/WAAS, and any other satellite navigation or augmentation system suitable for aviation use.

Global Positioning System (GPS)—The United States satellite-based radio navigation system that provides a global positioning, navigation, and timing service.

Ground Control Element—Comprises the UAS ground control station, power generation units, communications infrastructure and antenna arrays.

ICAO—The International Civil Aviation Organization (a UN Specialized Agency), headquartered in Montreal, Canada, is the global forum for civil aviation that works to achieve its vision of safe, secure, and sustainable development of civil aviation through cooperation amongst its member States. Promotes understanding and security through cooperative aviation regulation.

Inertial Navigation System (INS)—A self-contained dead reckoning system that senses acceleration along the three axes of the aircraft and calculates the distance traveled from a reference point. Accuracy of the system decreases with time.

Instrument Meteorological Conditions (IMC)—Ceiling, visibility, and cloud clearances that do not meet the criteria for VMC.

Land and Hold Short Operations (LAHSO)—Procedures developed to expedite traffic flow at civil and joint-use airports needing additional tools to increase capacity. Allows civilian aircraft to operate on intersecting runways simultaneously.

Lateral Navigation (LNAV)—RNAV non-precision approach providing lateral guidance.

Low Close-in Obstacles—Those obstacles within the Initial Climb Area that require an excessive climb gradient to a climb-to-altitude of 200 ft. or less above the Departure End of Runway elevation or alternate takeoff weather minimums. These obstacles are published in NOTAMs, on the SID chart, or in the IFR Take-off Minimums and (Obstacle) Departure Procedures section ▼ of the terminal procedure booklet. Typical chart notation is: “NOTE: Rwy 17L, tree 5610' from DER, 212' left of centerline, 82' AGL/2723' MSL.”

Minimum Fuel—Indicates that an aircraft's fuel supply has reached a state where, upon reaching the destination, it can accept little or no delay. This is not an emergency situation but merely indicates an emergency situation is possible should any undue delay occur.

Minimum Navigation Performance Specification (MNPS)—Implemented in the North Atlantic region between FL285-420 and specifies a number of equipment, training, and procedural requirements. MNPS navigation accuracy is equivalent to RNP 12.6. Dual long-range navigation systems (LRNS) and dual long-range communication systems are required. RVSM is mandatory in MNPS airspace. Aircraft that cannot meet dual LRNS requirements may be accommodated on special routings ("Blue Spruce" routes). Aircraft that cannot meet RVSM requirements are excluded from MNPS airspace unless operating on an ALTRV.

Mode 4—Transponder mode established to enable IFF (Identification Friend or Foe) functions between military aircraft or military aircraft and military ground stations. Uses classified codes, but operates on 1030 MHz and 1090 MHz; the same frequency pair used by the Air Traffic Control Radar Beacon System that civil air traffic uses for Mode 3A/C, Mode S, and TCAS. Mode 4 interrogation signals can suppress civil airborne transponders; therefore all Mode 4 operations in the NAS require prior authorization through the Air Force Frequency Management Agency (AFFMA): affma.cc@pentagon.af.mil.

Mode 5—Performance upgrade to the current Mark XII IFF transponder system. Mode 5 provides new waveforms, new cryptography, more data, and improved radio frequency (RF) link margin to resolve many of the deficiencies identified with Mark XII. It will eventually replace the analog Mode 4 IFF system with digital IFF message formats which embed unprecedented combat relevant data.

Mode S—The primary role of the Mode S transponder is to "selectively" respond to interrogations, as opposed to responding to all interrogations, from a ground sensor or TCAS to provide airborne data information including identification, equipage, and altitude.

Mountainous Terrain—In the absence of other MAJCOM guidance, USAF aircrews shall consider as mountainous those areas defined in 14 CFR §95.11 for CONUS, Alaska, Hawaii and Puerto Rico. In other areas, use 500 ft. surface elevation change over a ½ NM.

National Airspace System (NAS)—The NAS is the common network of *United States* (U.S.) airspace: air navigation facilities, equipment, services, airports or landing areas, aeronautical charts, information/services, rules, regulations, procedures, technical information, manpower, and material. Included are system components shared jointly with the military. *United States*, in a geographical sense, means (1) the States, the District of Columbia, Puerto Rico, and the possessions, including the territorial waters (within 12 nautical miles) and (2) the airspace of those areas. **Note:** IAW ICAO Article 12 and Annex 2 and 11, the United States has accepted responsibility for providing air traffic services within airspace overlying the high seas beyond 12 miles from the coast (also known as international airspace). These flight information regions of international airspace include: Oakland Oceanic, Anchorage Oceanic, Anchorage Continental, Anchorage Arctic, Miami Oceanic, Houston Oceanic and New York Oceanic. Aircrews should be aware that although they are being provided air traffic services by the FAA, they are operating in international airspace and ICAO SARPS, FLIP, and AFIs are applicable.

Navigation Specification—A set of aircraft and aircrew requirements needed to support performance-based navigation operations within a defined airspace. Comprised of RNAV and RNP specifications.

Night—The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac.

Non-Standard Formation—Operations under any of the following conditions: 1. When the flight leader has requested and ATC has approved other than standard formation dimensions (≤ 1 NM lateral separation or ≤ 100 ft. vertical separation), 2. When operating within an authorized altitude reservation (ALTRV) or under the provisions of a letter of agreement, 3. When operations are conducted in airspace specifically designed for a special activity.

OROCA—An off-route altitude which provides obstruction clearance with a 1,000 ft. buffer in non-mountainous terrain areas and a 2,000 ft. buffer in designated mountainous areas within the United States. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar, or communications coverage.

ORTCA—An off-route altitude that provides terrain clearance with a 3,000 ft. buffer from terrain. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar, or communications coverage. This altitude is used on enroute charts covering those areas outside the United States.

P-Airfield—Civil airport that permits use by transient military aircraft.

Passenger—An individual onboard the aircraft who is not on the flight authorization. See AFI 11-401 for further guidance.

Performance-Based Operations (PBO)—Operations based on stated aircraft and aircrew performance requirements addressing communications, navigation, and surveillance systems.

Portable Electronic Devices (PEDs)—Portable electronic devices which are not installed on an aircraft as standard equipment. PEDs may include temporary mounts, a data interface, an external antenna, and may require aircraft electrical power.

Precise Positioning Service (PPS)—GPS service available to authorized users via the encrypted P(Y) code ranging signal. PPS can offer greater accuracy and resistance to jamming and spoofing.

Predictive RAIM (P-RAIM)—Using a standard set of algorithms, the availability of RAIM may be determined based on the satellite coverage expected at an aircraft's ETA. Due to terrain masking and other factors (e.g., satellite fails after RAIM prediction made), P-RAIM does not guarantee there will be sufficient satellite coverage on arrival. P-RAIM does not have to reside in the GPS receiver. It can be provided by FAA Flight Service (US NAS only) and other ground-based RAIM algorithms.

Prevailing Visibility (PV)—The greatest horizontal visibility observed throughout at least half of the horizon circle. It need not be continuous throughout 180 consecutive degrees.

Primary Flight Reference (PFR)—Any display or suite of displays and instruments used to present the basic flight information needed for immediate control of the aircraft. PFR includes attitude (climb/dive angle or pitch and vertical velocity, bank angle, and a prominent horizon reference), indicated or calibrated airspeed, barometric altitude, heading, appropriate fault indications, and the capability to recognize and recover from an unusual attitude. UAS PFR includes link status, flight guidance mode, and logic.

PRM Approach—An instrument landing system (ILS) approach conducted to parallel runways whose extended centerlines are separated by less than 4,300 ft. and the parallel runways have a PRM system that permits simultaneous independent ILS approaches.

Procedures for Air Navigation Services-Aircraft Operations (PANS-OPS)—ICAO documents detailing specific procedures for the safety of air traffic navigation agreed to by ICAO signatories.

Radar Required—This note on an instrument procedure indicates aircraft using the procedure will be monitored by ATC radar during a particular phase of flight or throughout the entire procedure, as applicable. Coordination with air traffic is necessary to ensure ATC capability and agreement to provide these services before adding the note to any instrument procedure.

Receiver Autonomous Integrity Monitoring (RAIM)—An algorithm that verifies the integrity of the position output using redundant GPS measurements, or using GPS measurements and barometric aiding. An algorithm that uses additional information (e.g., multi-sensor system with inertial reference system) to verify the integrity of the position output may be acceptable as a RAIM-equivalent.

Reduced Same Runway Separation—Allows reduction of the normal ATC aircraft separation standards during landings and touch-and-goes and restricted low approach operations to increase the airport/runway capacity.

Reduced Takeoff Runway Length Procedure (RTRL)—Method used by TERPS to reduce high IFR climb gradients by shortening the available takeoff runway, thus increasing the distance to the obstacle, spot elevation, or terrain feature. It is normally printed in the IAP ▼ section. An example of an RTRL is “...or with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.”

Reduced Vertical Separation Minimum (RVSM)—Reduces the vertical separation between properly equipped and certified aircraft to 1000 ft. in special qualification airspace, normally between FL290-410 inclusive.

Remotely Piloted Aircraft—The aircraft portion of an unmanned aircraft system.

Remote/Island Destination—In the absence of more restrictive MAJCOM guidance, pilots will consider a remote/island destination as any aerodrome that, due to its unique geographic location, offers no suitable alternate within two hours flying time.

RNAV (Area Navigation) Specification—A navigation specification based on RNAV that does not include the requirement for on-board performance monitoring and alerting, designated by the prefix RNAV (e.g., RNAV 5, RNAV 1).

RNAV (Area Navigation) System—A navigation system which permits operation on any desired flight path within the coverage of ground-based, space-based, or self-contained navigation aids, or a combination of these.

RNP (Required Navigation Performance) Specification—A navigation specification based on RNAV that includes the requirement for on-board performance monitoring and alerting, designated by the prefix RNP (e.g., RNP 4, RNP APCH).

RNP (Required Navigation Performance) System—An RNAV system which supports on-board performance monitoring and alerting.

Runway Environment—The runway environment consists of one or more of the following elements: The approach light system (except that the pilot may not descend below 100 ft. above the Touch Down Zone Elevation using the approach lights as a reference unless the red termination bars or the red side row bars are also visible and identifiable), the threshold, threshold markings or threshold lights, the runway end identifier lights, the touchdown zone lights, the runway or runway markings, the runway lights, the visual approach slope indicator. For more information refer to AFMAN 11-217.

Runway Visual Range (RVR)—The maximum distance in the direction of takeoff or landing at which the runway, or the specified lights or markers delineating it, can be seen from a position above a specified point on its center line at a height corresponding to the average eye-level of pilots at touch down. This value is normally determined by instruments located alongside and about 14 ft. above the runway and calibrated with reference to the high-intensity runway lights.

Satellite Based Augmentation System (SBAS)—Generic term for a wide coverage augmentation system to GNSS that calculates integrity and correction data on the ground and uses geostationary satellites to broadcast the data to SBAS users.

Self-Contained Approach—An arrival procedure, normally from an IFR altitude, to a runway, using only navigational equipment onboard the aircraft (GPS, radar, or other sensors).

Single Medium Display—A single medium display is a Head-Up Display (HUD), Head-Down Display (HDD), or Helmet-Mounted Display (HMD) presenting flight instrumentation on a single display such as a HUD combiner, a “glass” multifunction display, or a helmet visor.

Special Departure Procedure (SDP)—A procedure designed to allow a safe takeoff for multi-engine aircraft whose OEI climb rate would otherwise not meet the TERPS minimum climb gradient requirement. The runway and all known obstacles along a chosen takeoff path are analyzed and compared to the aircraft OEI takeoff and climb performance. The procedure provides a maximum allowable takeoff gross weight for given environmental conditions that ensure vertical and lateral obstacle clearance safety margins. The minimum allowable gross and net climb gradients for SDPs are typically lower than TERPS standards. Unlike TERPS, the takeoff path is selected to minimize obstacle clearance requirements and only those obstacles within the lateral limits of the chosen flight path are considered. Pilots should understand that most SDPs allow exactly zero feet of clearance between their aircraft and the offending obstacles, and provide no safety factor for pilot technique, less than 100% engine thrust, etc. The term SDP encompasses both the use of the textual obstacle data table information and the graphical departure procedures.

Standard Formation—A formation in which no participating aircraft is more than 1 NM horizontally and 100 ft. vertically from the lead aircraft.

Standard Positioning Service (SPS)—GPS service available to all users via the course/acquisition (C/A) code ranging signal.

Stopover Flight—A flight where intermediate stops are planned enroute to a final destination.

Strobe Lights—Systems such as wingtip strobes or other similar strobe light installations.

Tactical Operations—Flight operations consisting of maneuvers that are unique to the employment of air power to: gain and maintain air superiority, prevent freedom of operation for the enemy in the objective area, and to assist naval and ground forces in the attainment of their objectives. Tactical operations must be specifically MAJCOM (or CCMD) defined, approved and implemented. These operations are normally practiced only on training or exercise missions, in a form of special use airspace or on designated training ranges or routes.

Terminal Area Operations—Terminal area operations are normally those flight phases conducted within 30 NM of an airfield of intended departure or landing, or those operations on charted Standard Instrument Departures, on charted Standard Terminal Arrivals (STARs), or other flight operations between the last enroute fix/waypoint and an initial approach fix/waypoint.

Terrain Alert Warning System (TAWS)—Generic term for any on-board system taking inputs from terrain databases, radar altimeter, aircraft position sensors, etc. to activate a Ground Proximity Warning System or Automatic Ground Collision Avoidance System (AGCAS). Developed to help prevent Controlled Flight Into Terrain (CFIT) mishaps.

Traffic Collision Avoidance System (TCAS)—An airborne system that functions independently of the ground-based radar to provide collision avoidance protection between suitably equipped aircraft. TCAS I provides proximity warnings to pilots in the form of traffic advisories. TCAS II provides both traffic advisories and recommended vertical escape maneuvers, known as resolution advisories.

Unmanned Aircraft System (UAS)—Includes one or more control stations, one or more unmanned aircraft, aircraft control and payload datalinks, and mission payloads, designed or modified not to carry a human pilot and operated through remote or self-contained autonomous control. A UAS must meet all applicable requirements of a manned aircraft unless specifically exempted. The term RPA is specific to the Remotely Piloted Aircraft (the flying portion of the UAS).

Unmonitored Navigational Aid—Most NAVAIDs have internal monitoring systems that provide automatic shutdown or notification when a malfunction occurs. Unmonitored NAVAIDs lack the ability to immediately notify ATC when a malfunction occurs. The pilot may still use the NAVAID for all types of navigation, including instrument approaches, but must monitor the NAVAID for a loss of identification since no prior warning of operation may be available from ATC.

Vertical Navigation (VNAV)—A term that describes using GPS lateral and vertical guidance to define the minimums for a GPS non-precision or precision approach.

VFR-on-Top—ATC authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in FLIP and restricted by ATC). A pilot receiving this authorization must comply with VFR visibility, cloud distance criteria, and minimum IFR altitudes.

VFR-over-the-Top—VFR flight maneuver during which an aircraft on a VFR flight plan climbs over a ceiling in VMC, maintains VMC above the clouds, then descends in VMC and lands.

Visual Meteorological Conditions (VMC)—Meteorological conditions in which visual flight rules may be used; expressed in terms of visibility, ceiling height, and aircraft clearance from clouds along the path of flight. When these criteria do not exist, instrument meteorological conditions prevail and instrument flight rules (IFR) must be followed.

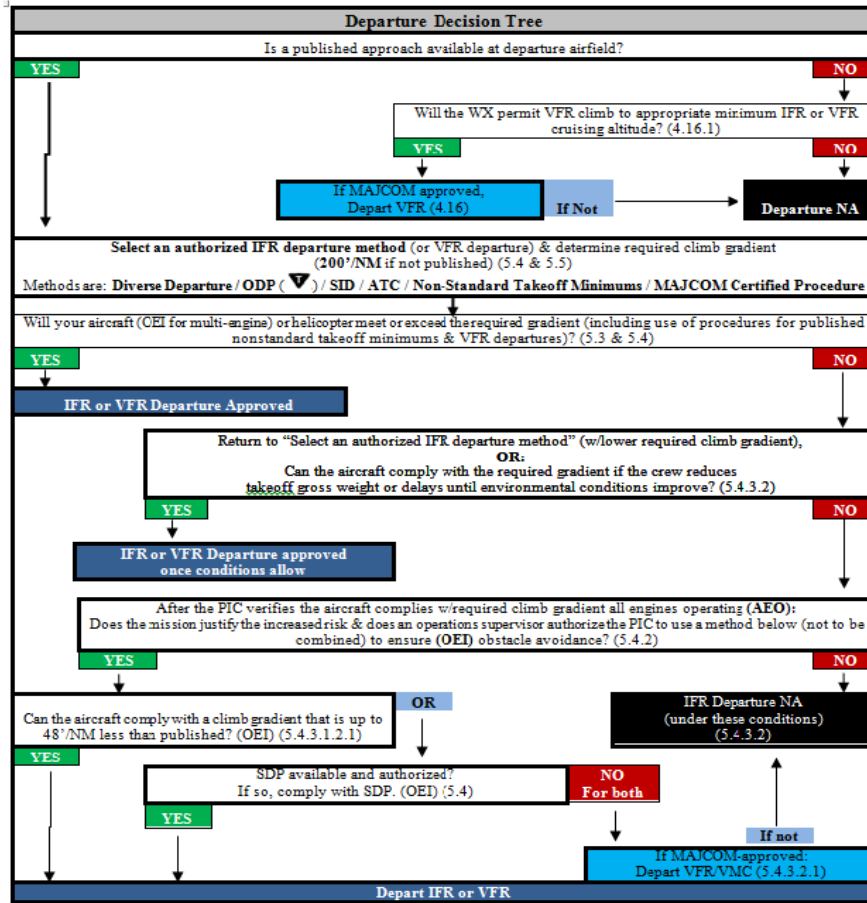
WGS-84—World Geodetic Survey-1984: Developed by the U.S. for world mapping, WGS 84 is an earth fixed global reference frame. It is the ICAO standard.

Wide Area Augmentation System (WAAS)—The U.S. implementation of SBAS which augments GPS SPS.

Attachment 2

IFR FILING DECISION TREE – FIXED-WING

Figure A2.1. IFR-Filing Decision Tree – **FIXED WING**.

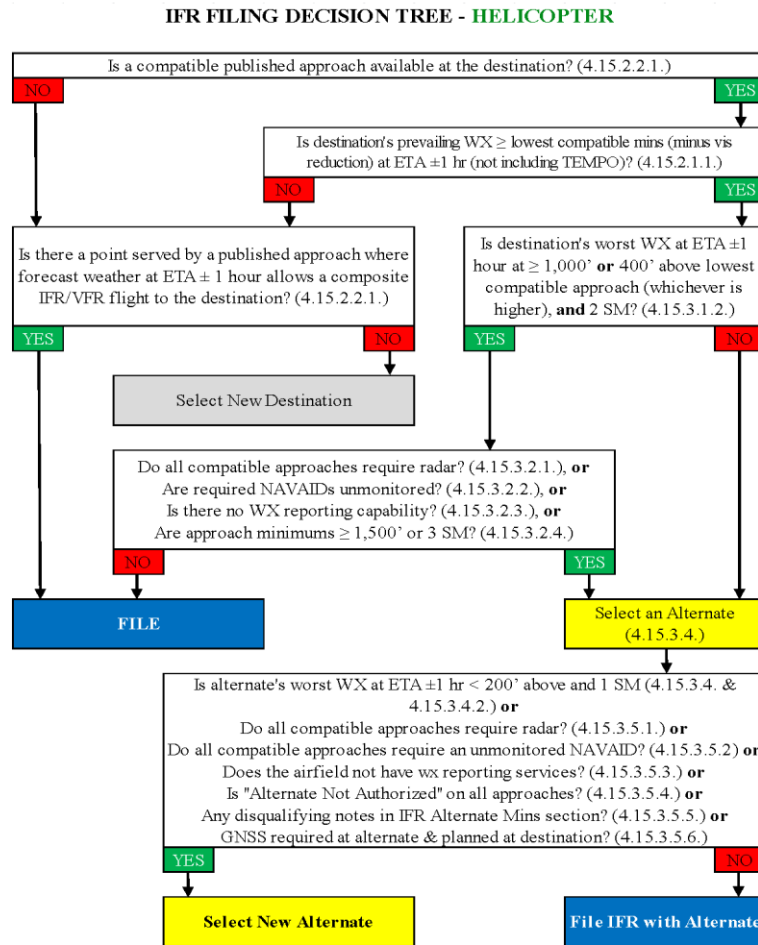


Note: Quick reference only; see full guidance to ensure complete flight planning.

Attachment 3

IFR FILING DECISION TREE - HELICOPTER

Figure A3.1. IFR Filing Decision Tree – HELICOPTER.

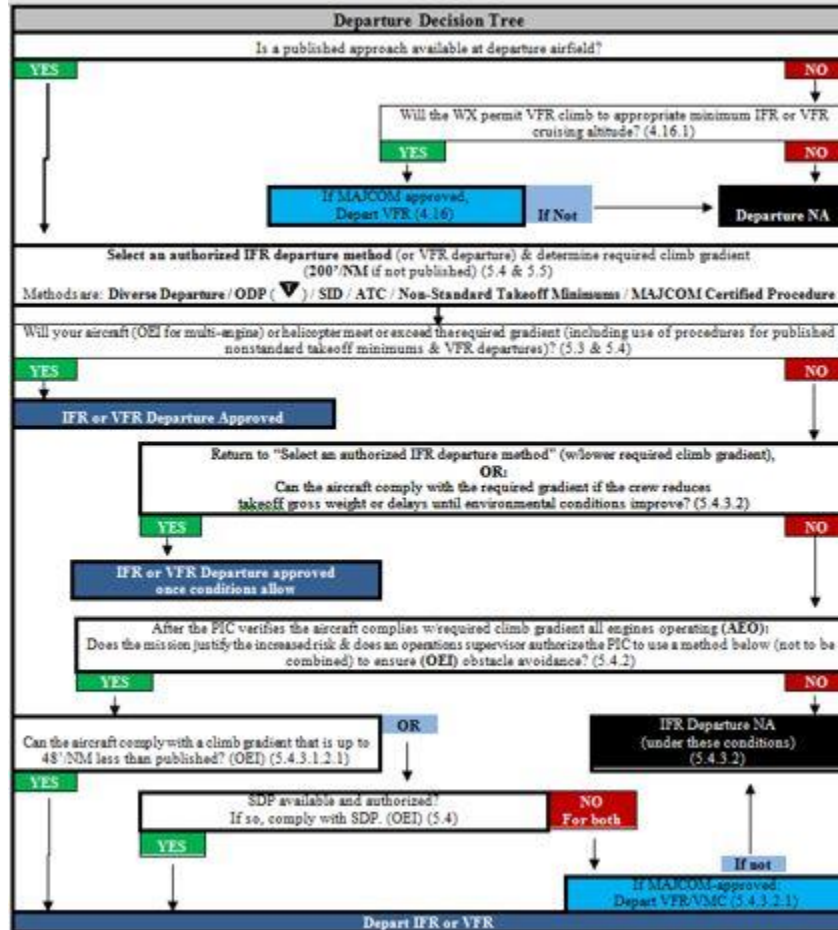


Note: Quick reference only; see full guidance to ensure complete flight planning.

Attachment 4

DEPARTURE DECISION TREE

Figure A4.1. Departure Decision Tree.



Note: PICs shall conduct departure planning IAW AFMAN 11-217 and this instruction.

Attachment 5 (Added-AFSOC)**AFSOC RM FLIGHT GUIDANCE**

A5.1. (AFSOC) The following provides specific RM guidance for AFSOC flying units in conjunction with AFI 90-802, *Risk Management*, and AFPAM 90-803, *Risk Management (RM) Guidelines and Tools*. The overarching purpose of the RM worksheets is evaluation of mission risks across three separate levels within organizations, creating a risk management dialogue between aircrews and leadership. AFSOC leadership, planners, and aircrews will ensure RM reviews are completed before all flights (training or operational). **(T-2)**

A5.2. (AFSOC) These worksheets use the basic framework of Mission, Enemy, Terrain, Troops, Time, and Civil considerations (METT-TC). RM is a product of responsible airmanship integrated with strong leadership involvement/feedback; therefore, these worksheets deliberately avoid a numbers-based ‘trigger’ scheme in the overall assessment. They address the following baseline areas:

A5.2.1. **(AFSOC)** General risks associated with all AFSOC airframes (left side, front).

A5.2.2. **(AFSOC)** Weapon system specific risks (right side, front).

A5.2.3. **(AFSOC)** METT-TC area/sub-area assessments (center, front). The L, M, H, & E represent low, moderate, high, & extreme risk.

A5.2.4. **(AFSOC)** Top sortie risks (bottom, front).

A5.2.5. **(AFSOC)** Overall Crew Assessment – based on the overall risk for each METT-TC area.

A5.2.6. **(AFSOC)** In addition, the back side of the baseline RM worksheet is reserved for unit commander’s specific RM guidance. The back side will be used by leadership to detail to aircrews such things as supervision’s mission priorities, benefit vs. cost analysis, commander’s intent and willingness to accept risk, etc. **(T-2)** Any other additional RM guidance that commanders deem important to successful mission accomplishment will also be added to the back side. **(T-2)**

A5.3. (AFSOC) These worksheets are designed to accomplish the following steps: 1) identify hazards; 2) assess hazards; 3) develop controls & make decisions; 4) implement controls; and 5) supervise and evaluate.

A5.3.1. **(AFSOC)** *The default risk level for each sub-area is LOW* unless one or more of the factors listed on the right side of the form is identified (circled or highlighted). Determining overall risk for each category and the mission is at the discretion of the head planner and the PIC/FL. The overall risk may still be considered Low even though there are one or two High-risk sub-areas and acceptable risk mitigation is employed. Conversely, many Medium-risk areas may constitute a High overall risk if the risk factors are such that they cannot be mitigated. The worksheet is designed to generate discussion and qualify risk assessments.

A5.4. (AFSOC) Planning. During the planning phase, an RM worksheet will be accomplished by a squadron supervisor (CC/DO/ADO) or mission planner. **(T-2)** This worksheet assesses the appropriate risk level for each applicable sub-area. Address any specific risks for the mission and how to mitigate them in the section marked “Top Risks for This Mission,” and complete the “Overall Risk Assessment” line. This worksheet will accompany the flight orders going to the orders authenticating official, who will review prior to signing the flight orders. **(T-2)**

A5.5. (AFSOC) PIC. Prior to flight or assuming alert, the PIC/flight lead (PIC/FL) will also complete an RM worksheet with input from their crew(s). **(T-2)** The crew assessment is made separately from the supervisor’s assessment. Post mission risk analysis: On the PIC Mission summary sheet, simply annotate whether the risk assessment was accurate (i.e., failed to identify risks or identified the wrong risks, etc.). This helps close the RM loop and helps validate subsequent analysis.

A5.6. (AFSOC) Aircrew. All crew members participate in identifying the risks. Circle appropriate items on the right side of the form or write-in an applicable risk factor pertaining to that sub-area. The PIC/FL will assess the appropriate risk level for each sub-area. **(T-2)** The crew will list the top risks for that mission at the bottom of the form and the steps to mitigate those risks. **(T-2)** The PIC/FL will determine the **OVERALL** risk for each category and for the mission, and compare the aircrew risk assessment against the supervisor’s/planner’s original assessment. **(T-2)** If there are significant discrepancies between the two, squadron supervision will be notified and the discrepancies will be addressed prior to mission execution. **(T-2)**

A5.7. (AFSOC) Supervision and Review. N/A for AFRC. The level of risk acceptance and approval is dependent upon many factors (deployed operations, small unit deployments, command direction, etc.) The PIC/FL will brief the appropriate level of supervision; Operations Supervisor (OS), Director of Operations (DO), or Commander (CC), so they (1) understand the level of risk they are assuming and (2) ensure the aircrews are not accepting unnecessary risks. **(T-2)** The PIC/FL will brief squadron supervisor on **ALL** of the various risk factors and the mitigation. **(T-2)** Commanders will determine the level of risk acceptance required (OS/DO/CC) for their particular mission(s) for operations below “Extreme.” **(T-2)**

A5.7.1. **(AFSOC)** Extreme risk rating will be briefed to the Group Commander/equivalent **ONLY** after in-unit supervision (DO/CC) has been briefed on the assessment and attempted to mitigate the risks. **(T-2)**

A5.7.2. **(AFSOC)** Squadron supervision will monitor the mission and supervise any additional developing risk factors (i.e., weather, maintenance requirements, emerging taskings). **(T-2)**

A5.7.3. **(AFSOC)** RM does not end with the RM worksheet. It is an ongoing process that must be continuously updated as the mission progresses. Planning factors must be monitored for relevancy as conditions change. Crews must continuously update their risk assessment based on guidance/limits provided by squadron supervision.

A5.8. (AFSOC) Worksheets may be modified to add unique unit/base requirements to any of the METT-TC areas with OG/CC approval. Do not remove items from the worksheet without AFSOC/A3 approval. Send recommended changes to the baseline worksheet to AFSOC/A3V for processing. AFRC units will send recommended changes to baseline worksheet to AFRC/A3V for processing and coordination with AFSOC/A3V.

Attachment 6 (Added-AFSOC)**COMMAND AND CONTROL (C2) OF AFSOC FORCES**

A6.1. (AFSOC) On behalf of the AFSOC/CC, or the AFSOC/A3 when delegated, the AFSOC Operations Center (OC) exercises command and control (C2) of all AFSOC Above Wing Level (AWL) missions for CONUS based units. The OC will assume C2 of affected CONUS forces when they depart home station. The OC will assume C2 of affected CONUS forces when they depart a TSOC/JSOAC AOR enroute to the NORTHCOM AOR. **(T-2)**

A6.1.1. **(AFSOC)** For AWL missions occurring in the CONUS, the owning unit will serve as the primary controlling agency (organization that the crew contacts directly for support). When directed by the AFSOC/A3, the OC may be designated as the primary controlling agency for CONUS AWL missions. Conversely, for AWL missions flying outside CONUS, AFSOC OC will serve as the primary controlling agency; this does not include aircraft already chopped to a GCC.

A6.1.2. **(AFSOC)** The PIC will refer to the quarterly unclassified ANNEX A of the Air Operations Directive (AOD) for further A3 guidance. The AOD can be found on the SIPRNET AFSOC OC SharePoint website.

A6.2. (AFSOC) The OC's C2 terminates when forces arrive at home station or at the mission's final destination in the AOR. The OC will continue to track, monitor, and support affected AFSOC forces until C2 terminates. The OC is the initial liaison between AFSOC forces and agencies responsible for diplomatic clearances and tanker changes for all OC missions. **(T-2)**

A6.3. (AFSOC) Use of Blue Force Tracking (BFT) Capability on AFSOC Aircraft.

A6.3.1. **(AFSOC)** If the aircraft BFT is operable, BFT devices are required to be on and operational for all flights. (T- 2) Ground operation is only required for combat, contingency, HHQ- directed exercises, or as directed. (T- 2)

A6.3.2. **(AFSOC)** Do not swap BFT devices from aircraft to aircraft without maintenance and operations (i.e. BFT point of contact) coordination/approval. (T- 2) The BFT is assigned to a specific aircraft and must not be placed on another aircraft without prior coordination.

A6.3.3. **(AFSOC)** Aircrews will utilize authorized COBRA BFT devices in the CENTCOM AOR. COBRA capable devices are: the Cottonmouth in "C" mode or the Mayer Mini Transmitter (MTX).

A6.3.4. **(AFSOC)** Aircrews will utilize authorized IRIDIUM devices for all operations outside the CENTCOM AOR.

A6.3.4.1. **(AFSOC)** When entering the CENTCOM AOR, utilize the IRIDIUM BFT capability until landing.

A6.3.4.2. **(AFSOC)** When departing the CENTCOM AOR, utilize IRIDIUM- based BFT capability.

A6.3.4.3. **(AFSOC)** IRIDIUM- based BFT capability is provided by the Cottonmouth in "I" mode or the Blue Tick.

A6.3.5. **(AFSOC)** The Cottonmouth and MTX devices are not survival radios or aircrew egress devices. These devices utilize aircraft power, do not install batteries in the device for

normal operations. If the aircrew intends to utilize the Cottonmouth or MTX as an egress device, develop local TTPs to store the four (4) stow- and- go CR- 123 batteries for device use.

A6.4. (AFSOC) AFSOC Command and Control from the Operations Center. In addition to BFT operations, aircrews will check in and monitor the appropriate C2 SATCOM channel for all flights that operate in, transit or penetrate the boundaries of any contingency AOR, or operate under the authority of the AFSOC OC. If the aircraft does not have SATCOM capability; pre- coordinate with the appropriate C2 organization for alternate means. (T- 2)

A6.5. (AFSOC) PICs/Mission Commanders executing AWL missions will submit daily status reports, including support and waiver requirements, to the OC until C2 terminates. Reports will be submitted via EFB AFSOC Docs Application to the maximum extent possible. When the system is unavailable, reports will be faxed or emailed to the OC (see [Table A6.1.](#) for contact information) using the template in [Figures A6.1. and A6.2.](#) If no other means are available, reports will be submitted to the OC by telephone. Title 10 ARC forces conducting unilateral training will submit daily status reports and support requirements; the reserve component with ADCON will maintain waiver authority. (T-2)

A6.6. (AFSOC) Waivers. For missions under OC C2, AFSOC/A3 retains approval authority for items authorized at or below AFSOC/A3 level, and assumes authority for those items normally delegated as COMAFSOF authorities. **Exception:** Pre-departure mission planning – wings/groups will utilize normal approval processes and authorities when requirements for waivers or special approvals are identified prior to departure from home station/deployed location. OGVs will forward electronic copies of completed packages to AFSOC/A3V and the AFSOC OC Senior Duty Officer. Real-time adjustments to pre-departure authorizations will be processed by OC with notification to the home-station wing/group. If a waiver or special approval is required during execution of an AWL mission, the following procedures apply. (T-2)

A6.6.1. **(AFSOC)** PIC/Mission Commander Responsibilities. Consider alternative courses of action for recommendation to OC for submission to AFSOC/A3. Crews will complete and submit an AFSOC FORM 679A to the Senior Duty Officer. (T-2)

A6.6.2. **(AFSOC)** OC Responsibilities. Receive and coordinate all waiver submissions, via A3V, for AFSOC/A3 signature. (T-2)

A6.6.3. **(AFSOC)** AFSOC/A3V Responsibilities. Coordinate issues not covered by the AFSOC FORM 679A with the PIC/Mission Commander and/or home-station AOS. Review requests and recommend approval/disapproval to AFSOC/A3. (T-2)

A6.6.4. **(AFSOC)** Wing Installation Control Center (or equivalent) Responsibilities. Ensure the Wing Commander or equivalent has reviewed the waiver information and PIC's RM assessment. Report this action complete to OC. (T-2)

Table A6.1. (Added-AFSOC) OC Contact Information.

Telephone	DSN	312-579-3290
	Commercial	850-884-3290
	Secure	312-579-0212
FAX	DSN	312-579-5360
	Commercial	850-884-5360
E-mail	hq.afsoc.sdo@us.af.mil AFSOC.OC.NCO@us.af.mil	
Secure E-mail	sdo2@socom.smil.mil AFSOC.OpsCenter.NCO@socom.smil.mil	

Figure A6.1. (Added)(AFSOC) AFSOC Operations Summary Report.

**Air Force Special Operations Command
Operation Summary Report**

Day/Date (Z)	Aircraft Commander	Call Sign	Tail Number
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Squadron	Mission Type	Aircraft Type	Tail Swap To
9 SOB	<input type="text"/>	<input type="text"/>	<input type="text"/>

FLIGHT LOG							
1	clr	ICAO	ETD Date/Time (Z)	ATD Date/Time (Z)	<input type="checkbox"/> Late T/O	Reason for Delay	Comments
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Late Land	<input type="text"/>	<input type="text"/>
	ICAO	ETA Date/Time (Z)	ATA Date/Time (Z)	<input type="checkbox"/> Cancel	Reason for Delay	Comments	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		Scheduled Duration	Actual Duration				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
2	clr	ICAO	ETD Date/Time (Z)	ATD Date/Time (Z)	<input type="checkbox"/> Late T/O	Reason for Delay	Comments
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Late Land	<input type="text"/>	<input type="text"/>
	ICAO	ETA Date/Time (Z)	ATA Date/Time (Z)	<input type="checkbox"/> Cancel	Reason for Delay	Comments	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		Scheduled Duration	Actual Duration				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
3	clr	ICAO	ETD Date/Time (Z)	ATD Date/Time (Z)	<input type="checkbox"/> Late T/O	Reason for Delay	Comments
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Late Land	<input type="text"/>	<input type="text"/>
	ICAO	ETA Date/Time (Z)	ATA Date/Time (Z)	<input type="checkbox"/> Cancel	Reason for Delay	Comments	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		Scheduled Duration	Actual Duration				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
4	clr	ICAO	ETD Date/Time (Z)	ATD Date/Time (Z)	<input type="checkbox"/> Late T/O	Reason for Delay	Comments
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> Late Land	<input type="text"/>	<input type="text"/>
	ICAO	ETA Date/Time (Z)	ATA Date/Time (Z)	<input type="checkbox"/> Cancel	Reason for Delay	Comments	
	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	
		Scheduled Duration	Actual Duration				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				
		<input type="text"/>	<input type="text"/>				

RANGE DATA					Munitions	
Range MSN #	Range Name	Range Profile	Range Time	Remarks	Munitions Expended? <input type="checkbox"/> Yes <input type="checkbox"/> No	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	Caliber & Quantity	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> 25 MM <input type="text"/>	<input type="checkbox"/> SOB <input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> 40 MM <input type="text"/>	<input type="checkbox"/> SOFPGMS <input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> 105 MM <input type="text"/>	
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="checkbox"/> OTHER <input type="text"/>	

Training			Aircraft Commander's Comments	MSN Effectiveness
Trainee	EVENT (I--RIDE)	Status (UC)		
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input style="width: 100%; height: 100%;" type="text"/>	<input style="width: 100%; height: 100%;" type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>		
<input type="text"/>	<input type="text"/>	<input type="text"/>		
<input type="text"/>	<input type="text"/>	<input type="text"/>		
<input type="text"/>	<input type="text"/>	<input type="text"/>		

Overall Mission Effectiveness
<input style="width: 100%; height: 100%;" type="text"/>

AFSOC Operations Summary Report V2.1

Figure A6.2. (Added)(AFSOC) AFSOC Operations Summary Report (Cont).

**Air Force Special Operations Command
Operation Summary Report**

Mission Commander <input style="width: 90%;" type="text"/> Current Location <input style="width: 90%;" type="text"/> Contact Phone Number <input style="width: 80%;" type="text"/> Servicing FBO Name <input style="width: 90%;" type="text"/>	Billeting Location <input style="width: 90%;" type="text"/> Mission Commander Room # <input style="width: 80%;" type="text"/> FBO Phone Number <input style="width: 80%;" type="text"/>
---	--

	AIRCREW	MX	Other
TOTAL PERSONNEL:			

ACFT STATUS

Tail #	MX Status	Reason	Required Assistance

NEXT 24 HOURS

ETA TO FINAL DESTINATION: Date & Time (Z)									
CALL SIGN	TAIL #	ICAO	ETD Date & Time (Z)	ICAO	ETA Date & Time (Z)	SILENT SHIELD	PLANNED MSN EVENTS		

NEXT 48 HOURS

ETA TO FINAL DESTINATION: Date & Time (Z)									
CALL SIGN	TAIL #	ICAO	ETD Date & Time (Z)	ICAO	ETA Date & Time (Z)	SILENT SHIELD	MSN TYPE/PLANNED MSN EVENTS		

AF30C Operations Summary Report V2.1

Print Form

Clear All Data

TO:

Email

Figure A6.3.(AFSOC) AFSOC Form 679A.

AFSOC A3 WAIVER REQUEST/APPROVAL (Continued)			
SECTION IV: Applicable Information. (Fill in information specific to the waiver requested. N/A if not pertinent)			
Information for All Requests		Additional Data for Gross Weight Waiver	
Aircraft Commander		Gross Weight	
Aircraft Type		Takeoff Temperature	
Tail Number		All Engines Operating Climb Capability (P/NM)	
On or About Date		One Engine Inoperative Climb Capability (P/NM)	
Aircraft Commander's RM Assessment	-	Estimated Time Enroute	
Home Station Wing		Flight Plan Winds	
		Departure/Destination	
14. Additional Justification/Comments, as required:			

Figure A6.4.(AFSOC) AFSOC Form 679A (con't).

AFSOC A3 WAIVER REQUEST/APPROVAL				
SECTION I: REQUESTING UNIT ACTIONS				
1. COMMANDER OR CIVILIAN LEADER OF UNIT REQUESTING WAIVER:		2. RANK/GRADE:	3. UNIT:	4. DATE:
5. TIER WAIVER NUMBER/AUTHORITY: (See AFI 11-202V3_AFSOCSUP, Flying Operations, paragraph 1.2.2.2. for more detailed guidance.)				
<input type="checkbox"/> NONE: Non-Tiered Requirements are processed and approved as directed in the specific publication. <input type="checkbox"/> TIER 0: Requirement external to AF; Requests for waivers must be processed through command channels to Publication OPR for consideration. <input type="checkbox"/> TIER 1: MAJCOM Commander (delegable no lower than the MAJCOM Director), with the concurrence of the publication's Approving Official <input type="checkbox"/> TIER 2: MAJCOM Commander (delegable no lower than MAJCOM Director) <input type="checkbox"/> TIER 3: Wing/CRU/POA Commander (delegable no lower than Group Commander or equivalent)				
6. PUBLICATION NUMBER AND TITLE:				7. DATE PUBLISHED:
8. REQUIREMENT/COMPLIANCE ITEM: (Identify the specific paragraph number and text for which the commander/director is requesting a waiver)				
9. RATIONALE: Explain how complying with the requirement/compliance item impacts mission accomplishment; out of compliance creates unacceptable risk and/or cost of compliance outweighs benefit and/or personnel cannot comply due to lack of resources.				
10. TIME PERIOD OR CIRCUMSTANCES FOR WHICH THE WAIVER WILL BE REQUIRED:				
11. RISK MITIGATION MEASURE:				
12. IMPACT OF DISAPPROVAL:				
SECTION II: COORDINATION ACTIONS. Tier 1 waiver requests should have publications HAF approving official's concurrence. AFSOC/CC may approve waiver prior to HAF concurrence.				
ORG/OFFICE	ACTION	NAME, GRADE/RANK	SIGNATURE	DATE
SECTION III: APPROVAL AUTHORITY AND EXPIRATION				
<input type="checkbox"/> WAIVER APPROVED - PERMANENT (A permanent waiver remains valid after approving commanders change of command unless rescinded) <input type="checkbox"/> WAIVER APPROVED - TEMPORARY EXPIRATION DATE: _____ <input type="checkbox"/> WAIVER DISAPPROVED				
13. WAIVER MODIFICATION:				
NAME, GRADE/RANK, ORG/OFFICE SYMBOL, TITLE OF APPROVING COMMANDER			SIGNATURE	DATE

Attachment 7 (Added-AFSOC)**AFSOC REPORTING PROCEDURES FOR WEAPONS EMPLOYMENT**

A7.1. (AFSOC) Normal Reporting Procedures. AFSOC aircrews will use the following guidance to determine reporting procedures when normal weapon employment occurs. **(T-2)**

A7.1.1. **(AFSOC)** For Normal Reporting Procedures, all expenditures or bad buddy lasing of any PGM variant will be recorded and forwarded for tracking and training purposes. Utilize the AFSOC WEAPONS EMPLOYMENT REPORT example in **Table A7.6**. PGMs include, but are not limited to: AGM-114 (all variants), AGM-176A, GBU-12, GBU-39 (all variants), and GBU-49, and any future precision munitions employed by AFSOC aircraft. In the event of ineffective ordinance employment due primarily to ineffective buddy lase the weapons shooter will coordinate with the buddy platform for applicable information for inclusion on the WEAPONS EMPLOYMENT REPORT. **(T-2)**

A7.1.2. **(AFSOC)** For applicable WEAPONS EMPLOYMENT REPORT guidance, complete sections 1 thru 3 and 6 as applicable for successful weapons effect in **Table A7.6**. System generated print outs may be utilized/attached in lieu of filling out similar section 3 items. Any line that is not applicable to the munition and/or event may be marked N/A. If desired weapons effect is not met, complete all sections, and forward to the aircrews Group Tactics, or ADCON Group Commander in absence of Group Tactics, for MDRB consideration. Sections 4 and 5 must be coordinated with maintenance personnel. **(T-2)**

A7.1.3. **(AFSOC)** For report routing, inquiries and unclassified reports, submit to: AFSOC.A3TW@us.af.mil. Classified reports will be submitted to: AFSOC.A3TW@afsoc.af.smil.mil. Aircrews can obtain permissions and access to the A3TW PGM Employment Report Team Site on SIPR by emailing AFSOC.A3TW@afsoc.af.smil.mil. The team site is located at: <https://sof.afsoc.socom.smil.mil/sites/sopgm/default.aspx>. **(T-2)**

A7.2. (AFSOC) Weapons Employment Incidents. AFSOC aircrews will use the following guidance to determine reporting and investigation procedures when a weapon employment incident occurs. **(T-2)**

A7.2.1. **(AFSOC)** For Off Range Expenditures or Mishaps During Training, all off range expenditures or mishaps resulting in damage to the aircraft, aircraft equipment, any type of structure on the ground, or injury to personnel, the crew will terminate the mission and land the aircraft as soon as possible. Report the incident to the AFSOC operations center, or command post, and unit safety offices. The aircraft will not be reconfigured except in the interest of safety. Aircraft systems (i.e., mission computer, SCNS, video tapes) used in determining the weapon release point or recording the launch will not be reprogrammed or erased. The aircraft will be impounded upon landing and a red X placed in the AFTO Form 781 IAW AFI 21-101, *Aircraft and Equipment Maintenance Management*. The Flight Safety Officer will determine if the incident is reportable in accordance with AFI 91-204, *Safety Investigations and Reports*. The crew will be prepared to provide information requested for a safety investigation and report, if warranted. Normally, the Air Force reports injuries and damage to their own personnel and equipment. Other military services report injuries and damage to their own personnel and equipment. The Air Force takes part in these investigations when requested by any of the services. Reference **Table A7.1** and **Table A7.2**

for home station employment malfunction with or without injury or damage. If an incident occurs that does not require a safety investigation, follow procedures for a Munitions Delivery Review Board [Table A7.5. \(T-2\)](#)

Table A7.1. (Added-AFSOC) HOME STATION WEAPONS MALFUCTION RESULTING IN INJURY OR DAMAGE

Per AFI 11-202V3 AFSOC SUP A7.1.1. (Added-AFSOC) and A7.2. (Added-AFSOC) the unit will:	
1	Terminate mission and land the aircraft as soon as possible.
2	Report incident to AFSOC Operations Center or Command Post and the Unit Safety Office.
3	The aircraft systems used to calculate release point or recording devices will not be reprogrammed.
4	The aircraft will be impounded upon landing and a red X will be placed in Form 781.
5	The problem will be reported to the Safety Office and Group Tactics using an AFSOC Form 97 including the required information outlined in Table A7.5. (Added-AFSOC) below.
6	The Safety Office will review the AFSOC Form 97 and determine if incident is reportable per guidance outlined in AFI 91-204, <i>Safety Investigations and Reports</i> .
7	The Chief of Group Tactics will review the Form 97 and make recommendations to the group commander on whether to convene a Munitions Delivery Review Board (MDRB) to investigate the findings.
8	If a MDRB is convened , it must be held within one-duty day of the incident for home station missions or within 5-duty days of return for off station missions. The MDRB findings along with the Munition Malfunction Report outlined in Table A7.6. (Added-AFSOC) below must be forwarded through the group and wing commander to AFSOC/A3TW (AFSOC.A3TW@us.af.mil) and 492 SOW/LL for analysis (AFSOAWC.LL.1@us.af.mil).
9	If a MDRB is not convened , follow normal Weapons Employment Reporting in Table A7.6. (Added-AFSOC) to AFSOC/A3TW (AFSOC.A3TW@us.af.mil).
10	492 SOW/LL and AFSOC/A3TW will analyze results and provide recommendations for changes to HQ AFSOC/A3, HQ AFSOC/A5, and SOCOM.

Table A7.2. (Added-AFSOC) HOME STATION WEAPONS MALFUCTION WITHOUT INJURY OR DAMAGE.

Per AFI 11-202V3 AFSOC SUP A7.1.1. (Added-AFSOC) and A7.2. (Added-AFSOC) the unit will:	
1	The mission commander will attempt to determine the cause of the miss and decide if mission continuation is practical.
2	A writeup will be placed in Form 781.
3	The problem will be reported to Group Tactics using a AFSOC Form 97 including the required information outlined in Table A7.5. (Added-AFSOC) below.
4	The Chief of Group Tactics will review the AFSOC Form 97 and make recommendations to group commander on whether to convene a MDRB to investigate the findings.
5	If a MDRB is convened , it must be held within one-duty day of the incident for home station missions or within 5-duty days of return for off station missions. The MDRB findings along with the Munition Malfunction Report outlined in Table A7.6. (Added-AFSOC) below must be forwarded through the group and wing commander to AFSOC/A3TW (AFSOC.A3TW@us.af.mil) and 492 SOW/LL for analysis (AFSOAWC.LL.1@us.af.mil).
6	If a MDRB is not convened , follow normal Weapons Employment Reporting in Table A7.6. (Added-AFSOC) to AFSOC/A3TW (AFSOC.A3TW@us.af.mil).
7	492 SOW/LL and AFSOC/A3TW will analyze results and provide recommendations for changes to HQ AFSOC/A3, HQ AFSOC/A5, and SOCOM.

A7.2.2. (AFSOC) For Overseas Contingency Operations, when a weapons employment results in unintentional injury or death, or unintentional damage to aircraft, equipment, or facilities in support of overseas contingency operations, the aircraft commander will attempt to determine the cause of the incident and decide if mission continuation is practical. The crew will immediately report the incident to the JSOAC or controlling agency. The COMAFSOF or JSOAC/CC will determine if the mission will be terminated or if the aircraft will remain over the target area until replaced or no longer needed. The commander will notify the flight safety officer and take appropriate action depending on the situation. The commander will investigate weapon failures and large unpredicted misses and take corrective action if necessary. Reference [Table A7.3.](#) and [Table A7.4. \(Added-AFSOC\)](#) for overseas malfunctions with or without injury or damage. In the event an investigation is required, follow home station procedures to the maximum extent practical. Forward the results of any investigations or reports to AFSOC/A3TW with applicable information from [Table A7.5. \(Added-AFSOC\)](#) AFSOC/A3TW will analyze the report and provide input to AFSOC/A3 for changes to relevant publications/checklists if required. (T-2)

Table A7.3. (Added-AFSOC) OVERSEAS WEAPONS MALFUCTION RESULTING IN INJURY OR DAMAGE.

Per AFI 11-202V3 AFSOC SUP A7.1.2. (Added-AFSOC) and A7.2. (Added-AFSOC) the unit will:	
1	Aircrew will report incident to JSOAC or controlling agency.
2	JSOAC/CC will determine if the mission will be terminated or if aircraft will remain overhead.
3	The problem will be reported to JSOAC using an AFSOC Form 97 including the required information outlined in Table A7.5. (Added-AFSOC) below.
4	The Safety Office will review the AFSOC Form 97 and determine if incident is reportable per guidance outlined in AFI 91-204, <i>Safety Investigations and Reports</i> .
5	The JSOAC will review the AFSOC Form 97 and investigate any large misses or weapons failures. The determination of whether to convene a MDRB is at the discretion of the JSOAC/CC.
6	If a MDRB is convened , forward the MDRB findings through the JSOAC/CC to AFSOC/A3TW (AFSOC.A3TW@us.af.mil) and 492 SOW/LL for analysis (AFSOAWC.LL.1@us.af.mil).
7	If a MDRB is not convened , follow normal Weapons Employment Reporting in Table A7.6. (Added-AFSOC) to AFSOC/A3TW (AFSOC.A3TW@us.af.mil).
8	492 SOW/LL and AFSOC/A3TW will analyze results and provide recommendations for changes to HQ AFSOC/A3, HQ AFSOC/A5, and SOCOM.

Table A7.4. (Added-AFSOC) OVERSEAS WEAPONS MALFUCTION WITHOUT INJURY OR DAMAGE.

Per AFI 11-202V3 AFSOC SUP A7.1.2. (Added-AFSOC) and A7.2. (Added-AFSOC) the unit will:	
1	The mission commander will attempt to determine the cause of the miss and decide if mission continuation is practical.
2	The problem will be reported to JSOAC using an AFSOC Form 97 including the required information outlined in Table A7.5. (Added-AFSOC) below.
3	The JSOAC will review the AFSOC Form 97 and investigate any large misses or weapons failures. The determination of whether to convene a MDRB is at the discretion of the JSOAC/CC.
4	If a MDRB is convened , forward the MDRB findings through the JSOAC/CC to AFSOC/A3TW (AFSOC.A3TW@us.af.mil) and 492 SOW/LL for analysis (AFSOAWC.LL.1@us.af.mil).
5	If a MDRB is not convened , follow normal Weapons Employment Reporting in Table A7.6. (Added-AFSOC) to AFSOC/A3TW (AFSOC.A3TW@us.af.mil).
6	492 SOW/LL and AFSOC/A3TW will analyze results and provide recommendations for changes to HQ AFSOC/A3, HQ AFSOC/A5, and SOCOM.

A7.3. (AFSOC) Munitions Delivery Review Board. In order to identify potential problems with checklist procedures, training, or ammunition lot issues, Group tactics will investigate weapon failures, known/suspected malfunctions, and any large unpredicted misses. A miss that can be attributed to misjudgments of wind speed and direction, air temperature, humidity and pressure variations, bad bore sight, etc., and that can be accounted for and corrected does not necessarily require a munitions delivery review board. The Chief of Group Tactics (or equivalent) will review the report and submit recommendations to the Group Commander. The aircrew's OG/CC (or equivalent) will determine the requirement for a board and its composition. Normally it will include Chief of Tactics (chairperson), tactics pilot, tactics CSO/navigator, and tactics sensor operator; Stan/Eval will provide a pilot, CSO/navigator, and sensor operator. Additionally, a Flight Safety Officer, maintenance representative, and crew members from the incident aircraft will attend. For incidents involving RPAs, a pilot and sensor operator qualified in the aircraft will be included. The chairperson may modify board composition based on the nature of the situation under review. The crew will submit a detailed report on an AFSOC Form 97 to the group tactics office; include applicable information from **Table A7.5. (Added-AFSOC)** of this attachment. When required, the Chief of Group Tactics will convene the board the next duty day for on-station missions and within 5 duty days of return from off-station missions. A copy of the completed investigation report will be forwarded through the Group/Wing Commander to AFSOC/A3TW for review and analysis. **(T-2)**

Table A7.5. (Added-AFSOC) Information to Collect for Munitions Delivery Review Boards and associated investigation.

Submit all information utilizing the WEAPONS EMPLOYMENT REPORT and associated items below (Table A7.6. (Added-AFSOC)).	
HQ AFSOC/A3TW NIPR: https://eis.afsoc.af.mil/sites/A3/A3T/A3TW/default.aspx	
HQ AFSOC/A3TW SIPR: https://sof.afsoc.socom.smil.mil/sites/sopgm/default.aspx	
The Following will be submitted with all Weapons malfunctions resulting in MDRB	
1	AFSOC WEAPONS EMPLOYMENT REPORT (Example below in Table 7.6. (Added-AFSOC) Sections 1 through 6 Filled out, 4 & 5 coordinated through Maintenance personnel)
2	AFSOC FORM 97 (AIRCRAFT INCIDENT WORKSHEET)
3	DD FORM 365-4 (WEIGHT AND BALANCE CLEARANCE FORM F)
4	AFSOC FORM 87 (AFSOC MISSION WEATHER BRIEFING)
5	AF IMT 4327A (FLIGHT ORDERS)
6	# and TYPE OF ANY ORDINANCE REMAINING ON AIRCRAFT
7	AAR or OPSUM

Table A7.6. (Added-AFSOC) AFSOC WEAPONS EMPLOYMENT REPORT.

Unclassified // Secret When Filled in w/ OCO Information				
Section 1. DTG				
Shot Date/Time Zulu (DDMMYY XXXXZ)				
Weapons Employed (Number/Type)				
Desired Weapons Effects (Met/Not Met)				
Malfunction: (Description/None)				
Section 2. MISSION OVERVIEW				
AOR:				
Aircraft Callsign:				
Airframe:				
Tail Number / GCS (MQ-9 Only):				
Aircraft Commander:				
Supported Unit:				
Clearance Authority/Callsign:				
Target or Objective / Description:				
Airspace Control Measures: (ROZ/KB/KP)				
Game Plan (If Applicable) :				
9 Line / 5 Line Info:				
Section 3. EMPLOYMENTS (As Applicable Per MDS)				
WEAPON INFORMATION:	Salvo 1	Salvo 2	Salvo 3	Salvo 4
Weapon Station:				
Weapon Type:				
Fuze Setting:				
LOAL Setting (H/D/L):				
Laser Code:				
Target Coordinates:				
Coordinate Source/ Category (BOC Only)				
RELEASE CONDITIONS:				
Release Time (XXXX:XXZ):				
HAT:				
Nose Angle From Target (Az):				
Aspect from Target:				
Ground Range (KM):				
KIAS:				
Wind Speed:				
Wind Direction:				
Bank Angle:				
Aircraft Heading:				
Weapon Attack Heading:				
Target Elevation:				
Restrictions:				

Ripple Timing:				
Other Atmospheric Conditions:				
WEAPON IMPACT CONDITIONS:				
Laser Terminal Guidance Used:				
Laser PRF Code:				
Laser Time on WRT (TTI):				
Laser Time off TTI:				
Any Laser Interruptions:				
Laser Function Validated Prior/After:				
WEAPON IMPACT INFORMATION:				
Impact Time (XXXX:XXZ):				
Miss Distance:				
Weapon Time of Flight:				
Vertical Impact Angle:				
Weapon Attack Heading:				
Target Speed:				
Target Direction:				
Sonic Boom Time (if applicable):				
Assessed BDA:				
Section 4. MUNITIONS (Completed by LRE Maintenance for MCE Operations - where applicable)				
CRC to include noun:				
Common Launch Tube Type:				
WSN:				
Date the Weapon was assembled:				
Condition code of components:				
Service life of components:				
NSN / NOUN / Lot / C/C / Start / Expire:				
Fuse type and lot number:				
When was the fuse last checked out:				
Fuse setting when loaded on A/C:				
Was the pre-installed power cable used exactly as it came from the production facility?				
If not, what were circumstances associated w/ installing new power cable?				
Was fuse flown previously?				
If so, approximate duration and any anomalies from captive carriage on prior flights:				
Type, Serial number and Date of last test CCG:				
Serial number of Tail Kit:				
MX BIT check of tail kit and failure codes:				
Status of tail kit control fins after sortie:				

Does lot history reflect any negatives that would degrade mission performance?	
Is there a CMRS suspension applicable to any of the components that were flown?	
How many missions/hours was weapon flown not to include mission when weapon was released?	
Remarks:	
Section 5. WEAPONS (Completed by LRE Maintenance for MCE Options where applicable)	
MDS to include block:	
Were there any anomalies from post-flight inspection?	
Was the pull tab from the FZU-XX retained in the arming solenoid?	
Operations check of the weapons station:	
Operations check of cable:	
Involved aircraft have previous history or any anomalies for munitions on same weapons station / pylon / rack?	
Amplifying Remarks:	
Guidance Information (Malfunction Only)	
Self – Lase/Buddy Lase: (Buddy C/S if used)	
Type of aircraft involved in BL:	
Ball/Laser System Used:	
Laser Boresight date:	
Laser Time on WRT TTI:	
Laser Time off WRT TTI:	
Laser Interruptions:	
Laser Function Validated Prior/After:	
Error Codes:	
Unclassified // Secret When Filled in w/ OCO Information	
Section 6. AMPLIFYING REMARKS	
Unclassified // Secret When Filled in w/ OCO Information	
A. <u>NARRATIVE OF EVENT:</u>	
B. <u>APPLICABLE INFORMATION AS REQUIRED:</u>	
C. <u>UNIQUE CIRCUMSTANCES / OTHER VARIABLES/e. g. AIR STACK:</u>	

Attachment 8 (Added-AFSOC)**AFSOC AIRCREW FUNCTIONAL CHECK FLIGHT GUIDANCE AND PROCEDURES**

A8.1. (AFSOC) The decision to perform an FCF can be exercised by commanders at all levels.

A8.2. (AFSOC) FCF Program Management and Responsibilities.

A8.2.1. (AFSOC) OG/CC.

A8.2.1.1. (AFSOC) Coordinate with MXG/CC for quality assurance (QA) to assist in executing the FCF program. The OG/CC or equivalent COMAFSOF may authorize a partial FCF to check only those systems disturbed by maintenance, an inspection or modification. (T-3)

A8.2.1.2. (AFSOC) Appoint an Officer in Charge (OIC) assigned to OGV for executing and managing the FCF program across the Operations Group.

A8.2.1.3. (AFSOC) Publish local FCF procedures. The OG/CC or equivalent COMAFSOF may authorize temporary waivers for aircrew qualification, when operational requirements dictate. Permanent waivers require AFSOC/A3 approval IAW [Chapter 1](#). (T-3)

A8.2.1.4. (AFSOC) Establish an appropriate level of leadership that will be immediately available during FCFs.

A8.2.2. (AFSOC) OGV FCF OIC.

A8.2.2.1. (AFSOC) Develop an open book written examination of 25 questions based on the information in this section, and FCF applicable directives, concentrating on local FCF procedures. Passing grade is 85 percent. If a crew member fails to complete the periodic exam (see [Paragraph A8.4.1.](#)), they shall be considered non-current and unable to perform FCFs. The written exam is administered by, and filed in OGV FCF section. The exam will be reviewed and updated annually. (T-2)

A8.2.2.2. (AFSOC) Maintain FCF certification letters and oversee unit FCF training. (T-2)

A8.2.2.3. (AFSOC) Serve as a liaison between maintenance and operations in the areas of flying safety, standardization, and operational maintenance priorities with respect to the FCF program. In conjunction with Quality Assurance (QA), conduct quarterly reviews of AF Forms 2400, *Functional Check Flight Log*, or equivalent automated product for trend analysis. Report deficiencies to the OG/CC and affected unit commanders. (T-2)

A8.2.2.4. (AFSOC) Ensure units maintain an information file for briefing FCF flight crews. As a minimum, the file will contain the following items:

A8.2.2.4.1. (AFSOC) Mission profile for each type of assigned aircraft consisting of checks to be accomplished, presented in consecutive order. (T-2)

A8.2.2.4.2. (AFSOC) Unit directives concerning FCF procedures. (T-2)

A8.2.2.4.3. (AFSOC) A current FCF checklist for each type of assigned aircraft. (T-2)

A8.2.2.4.4. (AFSOC) Copy of T.O. 1-1-300. (T-2)

A8.2.2.4.5. (AFSOC) Description of the local FCF area or route of flight. (T-2)

A8.2.2.4.6. (AFSOC) List of authorized FCF crew members signed by the appropriate unit commander. (T-2)

A8.2.3. (AFSOC) The Unit Commander will select, train, and certify highly-experienced crew members, and appoint a unit FCF Program Manager (PM). Maintain sufficient FCF crews to support home-station check flights during unit deployments; there is no maximum number of FCF crew members authorized per unit. Ensure FCF crews are trained IAW applicable training products posted on the AFSOC/A3TA Bookstore. **Exception:** Ground and flight training for previous FCF crew members will be at the discretion of the unit commander. These crew members may be certified upon completion of the written examination. (T-2)

A8.2.4. (AFSOC) Unit FCF PM will establish and publish local procedures that govern:

A8.2.4.1. (AFSOC) Accomplishing FCF on transient like aircraft. (T-2)

A8.2.4.2. (AFSOC) FCF aircrew upgrade program. (T-2)

A8.2.4.3. (AFSOC) Aircraft FCF configuration/fuel load. (T-2)

A8.2.4.4. (AFSOC) FCF crew complement/requirements. (T-2)

A8.2.4.5. (AFSOC) Expanded preflight check by the aircrew. (T-2)

A8.2.4.6. (AFSOC) Ground procedures (compass swing, taxi check). (T-2)

A8.2.4.7. (AFSOC) Radio procedures, radar control/restricted area procedures. (T-2)

A8.2.4.8. (AFSOC) Controlled bailout/jettison areas. (T-2)

A8.2.4.9. (AFSOC) Emergency recovery base(s). (T-2)

A8.2.4.10. (AFSOC) Debriefing procedures. (T-2)

A8.3. (AFSOC) Aircrew Certification. Pilots and Flight Engineers (Loadmasters for C-130J) required to perform an FCF will be designated as FCF crew members by unit commander. Other crew positions require no special training or certification provided they are current and qualified in the type aircraft to be checked. Certify FCF crew members on the AF Form 4348, *USAF Aircrew Certifications*, in the Flight Evaluation Folder. Unit certification is required; OG certification is at the discretion of the OG/CC. (T-2)

A8.4. (AFSOC) Aircrew Training/Certification. May be accomplished in conjunction with an actual FCF or in an aircrew training device. Additional FCF checkout sortie requirements are determined locally based on the complexity of the aircraft and the proficiency of the prospective FCF crew member.

A8.4.1. (AFSOC) Written Examinations. In addition to initial certification written testing, aircrew open book testing will be accomplished every 48 months or within 30 days after PCS. Completion will be tracked via ARMS. There are no FCF flight currency requirements. FCF crew members must be current and qualified IAW MDS-specific training and evaluation instructions. (T-2)

A8.5. (AFSOC) Procedures.

A8.5.1. **(AFSOC)** Only FCF crews shall perform high-speed taxi checks. Perform checks IAW the flight manual and maintenance technical orders. Ensure fuel on board will permit a safe return to base should the aircraft unexpectedly become airborne, and turn on the anti-skid system. The FE will calculate takeoff data for the highest speed planned and ensure runway available allows sufficient stopping distance for existing conditions without exceeding normal brake energy limits. **(T-2)**

A8.5.2. **(AFSOC)** Personnel onboard the aircraft will be the minimum necessary to perform required checks, but never less than the minimum crew as stated in the applicable flight manual. **(T-2)**

A8.5.3. **(AFSOC)** Do not shut down engines while airborne except to complete required checks. **(T-2)**

A8.5.4. **(AFSOC)** Fly FCFs under IFR whenever practical. In cases where FCF areas are not controlled by ground radar agencies, use aircraft radar monitoring, if available. **(T-2)**

Attachment 9 (Added-AFSOC)**AFSOC ELECTRONIC FLIGHT BAG (EFB) GUIDANCE AND PROCEDURES**

A9.1. (AFSOC) Purpose. This attachment to the AFSOC supplement to AFI 11-202 Vol 3 provides guidance for the implementation of the AFSOC Specialized Automated Mission Suite Electronic Flight Bag (SAMS-EFB) program. **(T-2)**

A9.2. (AFSOC) General Guidance.

A9.2.1. **(AFSOC)** AFSOC SAMS-EFB devices, (also referred to as EFB), are issued to provide quick and lightweight access to electronic Flight Information Publications (FLIP), Technical Orders (TOs) Electronic Publications (ePubs), and AFSOC approved applications. **(T-2)**

A9.2.2. **(AFSOC)** SAMS-EFB devices, software, and support architecture are finite resources only authorized to be utilized by aircrew members expected to perform flying duties aboard AFSOC aircraft or AETC aircraft operated by formal training units (FTUs) in support of AFSOC student training. Users may include contract instructors associated with AFSOC FTUs, Mission Planning System Engineers (MPSEs), Mission Information Managers (MIMs), and SAMS-EFB administrative personnel. Exceptions must be granted in writing by AFSOC/A3V. Individuals are responsible for the equipment received, and for complying with the guidance in this publication. AFSOC units shall be responsive to requests from AFSOC/A3V or 492 Special Operations Training Group (492 SOTRG) for reallocation of unissued SAMS-EFBs to meet AFSOC mission requirements. **(T-2)**

A9.2.3. **(AFSOC)** AFSOC Mission System Support Center (MSSC) is the customer service help desk for SAMS-EFB. MSSC has local Command and Control Mission Systems (C2MS) support personnel at Cannon AFB, RAF Mildenhall and Kadena AB. The MSSC may be reached 24 hours a day at afsoc.mssc@us.af.mil or DSN 579-6973 commercial 850-884-6973. MIMs may also be available in certain forward locations to provide EFB support. **(T-2)**

A9.3. (AFSOC) Roles and Responsibilities.

A9.3.1. **(AFSOC)** AFSOC/A3V is the functional lead for the SAMS-EFB program and will:

A9.3.1.1. **(AFSOC)** Publish a list of hardware approved for carry-on use and a list of hardware with MDS program office approval for aircraft connectivity IAW AFI 11-202 Vol 3. **(T-2)**

A9.3.1.2. **(AFSOC)** Provide, validate and prioritize functional requirements for the SAMS-EFB program. **(T-2)**

A9.3.2. **(AFSOC)** 492 SOTRG is the technical, support, and programmatic lead for the SAMS-EFB program. 492 SOTRG responsibilities include:

A9.3.2.1. **(AFSOC)** Facilitate the purchase and distribution of EFB devices, cases, and baseline software. All reasonable efforts should be made to replace EFBs on a 3 year cycle. **(T-2)**

A9.3.2.2. (AFSOC) Manage all SAMS-EFB baseline software licenses with allocation input from AFSOC/A3V. (T-2)

A9.3.2.3. (AFSOC) Coordinate the development of software for SAMS-EFB and support systems. (T-2)

A9.3.2.4. (AFSOC) Provide continuous operations and maintenance support for SAMS-EFB devices and support systems. (T-2)

A9.3.2.5. (AFSOC) Ensure AFSOC purchased EFBs are transferred to units through the AFEMS-AIM equipment accounting system IAW AFI 33-153 *INFORMATION TECHNOLOGY (IT) ASSET MANAGEMENT* guidance concerning sensitive IT assets. (T-2)

A9.3.2.6. (AFSOC) Provide users with timely information regarding software updates through Mission Systems Support Center (MSSC) NIPR emails or Mobile Device Management (MDM) applications such as AirWatch. (T-2)

A9.3.2.7. (AFSOC) Provide written guidance and on-demand training of unit MSSOs in order to facilitate adherence to program processes and a better user experience. (T-2)

A9.3.2.8. (AFSOC) Test and validate EFB operating system updates to ensure compatibility with flight critical applications prior to issuing update approval notices to users. (T-2)

A9.3.3. (AFSOC) Special Operations Wings (SOW), Groups (SOG), Squadrons (SOS) and attached units will:

A9.3.3.1. (AFSOC) Ensure unit standardization and evaluation organizations serve as the unit Office of Primary Responsibility (OPR) for unit SAMS-EFB implementations. (T-2)

A9.3.3.2. (AFSOC) Obtain approval through AFSOC/A3V and 492 SOTRG before initiating acquisition of SAMS-EFB devices, support systems, or software. (T-2)

A9.3.3.3. (AFSOC) Provide supplemental SAMS-EFB guidance as required and document such guidance via Flight Crew Information File (FCIF), Read File or unit operating instructions. (T-2)

A9.3.3.4. (AFSOC) Ensure SAMS-EFB does not temporarily or permanently integrate with aircraft avionics, or organic components without prior written approval from AFSOC/A3V. (T-2)

A9.3.3.5. (AFSOC) Work with the MSSC and the local Command and Control Mission Systems (C2MS) support teams for all SAMS-EFB technical issues. (T-2)

A9.3.3.6. (AFSOC) Assign unit Mission Systems Support Officers (MSSO) to serve as SAMS-EFB subject matter experts at the unit level and assist with user enrollment and training. At least one MSSO at per organization must be a unit ITA account custodian. (T-2)

A9.3.3.7. (AFSOC) Assign unit Publications Managers (PM) to manage the unit's SAMS-EFB Central Hub (CHub) publications library. (T-2)

A9.3.3.8. (AFSOC) Provide suggestions and user feedback for SAMS-EFB functional requirements through standardization and evaluation organizations. Inputs will be coordinated via the AFSOC/A3V work flow process at email AFSOC.A3V@US.AF.MIL. (T-2)

A9.3.3.9. (AFSOC) Units that desire to make unit level app purchases may do so only after establishing a unit Apple ID and Apple Volume Purchase Program account. A unit with an established account may coordinate through the MSSC to have unit purchased applications delivered to users through MDM. Units will retain control of unit purchased app licenses. (T-2)

A9.3.3.10. (AFSOC) Units that desire to make unit level EFB purchases are authorized only to purchase devices from an Apple authorized reseller that participates in Apple's Device Enrollment Program (DEP). Units must coordinate to ensure all EFBs are enrolled in DEP and assigned to AFSOCs DEP account prior to shipment. Non-DEP enrolled devices will not be enrolled in the SAMS-EFB program. Unit purchased devices must follow the same purchasing rules as any other unit level IT purchase to include Work Order Management System (WOMS) approval and use of approved contract vehicles. Units may contact the MSSC for assistance in the DEP process. (T-2)

A9.3.3.11. (AFSOC) Unit MSSOs will provide user training as the local subject matter experts and will facilitate up channeling of technical feedback to MSSC at AFSOC.MSSC@US.AF.MIL. (T-2)

A9.3.3.12. (AFSOC) Coordinate with A3V to ensure EFB model is standardized across all units by MDS. This will ensure no retraining when a member moves between units and eliminates the possibility of a crewmember using an unfamiliar device in a device failure scenario. (T-2)

A9.3.4. (AFSOC) SAMS-EFB Users will:

A9.3.4.1. (AFSOC) Obtain a user account by contacting their primary flying unit's MSSO. Activation of the device will automatically enroll the user in the AFSOC MDM. Any automatically installed applications may be removed at the user's discretion with the exception of AirWatch Agent. Users will make every effort to update AirWatch Agent promptly to ensure full MDM compatibility and reporting. (T-2)

A9.3.4.2. (AFSOC) Refrain from storing, displaying, processing, capturing, or transmitting pornographic materials or other prohibited content as defined by the USAF. Additionally, members will not attempt to dis-enroll from MDM or perform a factory wipe unless directed by MSSC. (T-2)

A9.3.4.3. (AFSOC) Avoid placing the SAMS-EFB in checked luggage while travelling, or leaving it unattended. Device accountability must be maintained at all times. Lost, stolen, damaged or compromised devices must immediately be reported to MSSC. (T-2)

A9.3.4.4. (AFSOC) Report to MSSC any unusual activity, malfunctions or software abnormality of EFB devices. Users will not attempt to "fix" a device as it may have been compromised. (T-2)

A9.3.4.5. (AFSOC) Follow other guidance as described in SAMS-EFB User Handbook. (T-2)

A9.3.4.6. (AFSOC) Complete the Initial User Training. The training will be led by a subject matter expert (MSSO, MSSC, C2MS, or MIM), and will include self-study of this attachment and hands-on familiarization. In the course of the initial training the user will take a partially provisioned EFB and produce a fully-functional SAMS-EFB updated with current ePubs and FLIP, as required. Training materials and user guides are located on the Help tab of the Chub, and the SAMS-EFB SharePoint site, accessible from the AFSOC SharePoint home page. Users may complete SAMS-EFB data updates via personal (i.e. home), public or work place Wi-Fi connections. (T-2)

A9.3.4.7. (AFSOC) Refrain from accepting installation of iOS configuration profiles unless explicitly authorized by the SAMS-EFB Program Office. Unauthorized configuration profiles can result in undesirable device behavior and in some cases compromise the device. (T-2)

A9.3.4.8. (AFSOC) Connect the EFB to the internet at least once every 28 days to ensure device compliance and accountability. If the user will be in a forward location without connectivity, they may be granted an exemption for up to 120 days by notifying the MSSC through email at afsoc.mssc@us.af.mil. Requests for exemption exceeding 120 days must be granted by the unit commander. (T-2)

A9.4. (AFSOC) Security.

A9.4.1. (AFSOC) Unclassified Use Only.

A9.4.1.1. (AFSOC) SAMS-EFBs will be used to store, process, and display unclassified data only. Under no circumstances will classified information be stored, processed, displayed or transmitted by means of a SAMS-EFB. (T-2)

A9.4.2. (AFSOC) Classified Processing Areas (CPA).

A9.4.2.1. (AFSOC) SAMS-EFB are authorized for use in CPAs of AFSOC buildings where classified or Controlled Unclassified Information (CUI) is processed, stored, discussed or transmitted. (T-2)

A9.4.2.2. (AFSOC) Before entering and at all times while within a CPA, SAMS-EFB users will strictly comply with TEMPEST policies and guidelines as prescribed for that area, to include device registration. It is the SAMS-EFB user's responsibility to make themselves aware of all TEMPEST requirements before entering into these environments. (T-2)

A9.4.2.3. (AFSOC) All wireless capabilities (e.g. Wi-Fi, Bluetooth, 3G/4G, etc.) will be set to the OFF position before entering and at all times while SAMS-EFB are within a CPA, or in vicinity of a classified processor in AFSOC buildings (i.e. SIPR terminal, Secret VTC equipment, etc.). (T-2)

A9.4.2.4. (AFSOC) The microphone and both front and back video cameras on these devices will remain turned OFF and physically covered at all times. Opaque tape is an acceptable means to cover these accessories. (T-2)

A9.4.2.5. (AFSOC) Applications capable of using the device camera or microphone will not be used while in CPAs. Users will ensure the microphone and camera features are switched off for these applications by accessing “Settings” > “Privacy” > “Microphone” or “Camera”, and swiping all listed applications to the “OFF” position. Users will exercise extreme caution with applications that use the device microphone or camera. (T-2)

A9.4.3. (AFSOC) SAMS-EFB are not authorized within Sensitive Compartmented Intelligence Facilities (SCIF) or Special Access Program (SAP) offices or facilities. Only SCI certified and approved devices will be authorized for use in SCIF areas. The approval process is through the AFSOC SSO. (T-2)

A9.4.4. (AFSOC) Classified Leakage.

A9.4.4.1. (AFSOC) If classified information is inadvertently sent, accessed, or stored on a SAMS-EFB, the device must immediately have Wi-Fi, Bluetooth and cellular data turned off, and the device powered down completely. The situation will be treated as a security incident. (T-2)

A9.4.4.2. (AFSOC) The SAMS-EFB user shall immediately report the data spill to the unit security manager and MSSC to contain it. (T-2)

A9.4.4.3. (AFSOC) The unit security manager shall initiate proper security incident procedures as outlined in AFI 31-401, *Information Security Program Management*. (T-2)

A9.4.4.4. (AFSOC) If an investigation determines classified data exists on the SAMS-EFB then the SAMS-EFB will be destroyed IAW classified waste disposal rules. (T-2)

A9.4.5. (AFSOC) Marking and Labeling.

A9.4.5.1. (AFSOC) Reasonable efforts shall be made to avoid suggesting that the SAMS-EFB device is military equipment. The intent is to discourage attempts to recover sensitive information, if any, in the event the SAMS-EFB is lost or stolen. (T-2)

A9.4.5.2. (AFSOC) Users shall not affix unit or other military labels, decals, or markings to the SAMS-EFB device or protective case. (T-2)

A9.4.5.3. (AFSOC) No backgrounds, screen savers, or other visible indicators of military affiliation shall be placed on the SAMS-EFB by the user. (T-2)

A9.4.6. (AFSOC) Data Interception.

A9.4.6.1. (AFSOC) SAMS-EFB users shall maintain situational awareness and exercise care that non-releasable data is not displayed on the EFB in areas where the data may be viewed by unauthorized personnel. (T-2)

A9.4.6.2. (AFSOC) SAMS-EFBs protected with an unlock code provide a high degree of security when the device is locked. The primary attack vector for the EFB is gaining knowledge of the victim’s code. EFB users will remain vigilant to protect their code from becoming compromised through shoulder surfing and other means. If the user suspects their unlock code may be compromised, they will immediately set a new code. The MSSC will never ask for the user’s code. (T-2)

A9.4.7. (AFSOC) Cybersecurity.

A9.4.7.1. (AFSOC) All SAMS-EFBs will be protected with a unique six digit unlock code set by the individual member and enforced by the MDM. (T-2)

A9.4.7.2. (AFSOC) SAMS-EFB users will protect For Official Use Only (FOUO) data using approved protection measures in compliance with Information Assurance requirements. When performing duties in direct support of flying operations, users will ensure password protection measures do not cause distractions during critical phases of flight. (T-2)

A9.4.7.3. (AFSOC) Commercial messaging apps including “iMessage” are not authorized for the transmission of FOUO information. (T-2)

A9.4.7.4. (AFSOC) Any attempt to Jailbreak an EFB will result in disabling of the user’s EFB account, wiping of the device, and the user’s commander will be notified. (T-2)

A9.4.7.5. (AFSOC) SAMS-EFBs do not contain internal GPS hardware but are still capable of reporting a coarse location when connected to certain Wi-Fi networks. Users will actively manage “Location Services,” to include disabling this function when OPSEC or local requirements dictate. (T-2)

A9.4.7.6. (AFSOC) The MSSC may remotely unlock a user’s device only when provided a signed email request from the user’s enrolled .mil email address that contains their device serial number. The serial number is printed on the back of the device. The device must be online for this function to work. (T-2)

A9.5. (AFSOC) Issue, Turn-In, and Account Management.

A9.5.1. (AFSOC) SAMS-EFBs are intended for use by aircrew members in support of flight operations and will be issued to authorized users IAW [A9.2.2.](#) (T-2)

A9.5.2. (AFSOC) MSSOs will utilize the process outlined on the SAMS-EFB SharePoint site for new accounts. MSSOs will ensure users are issued a fully wiped device and that it has successfully enrolled into AirWatch. MSSOs shall ensure new users complete Initial User Training described in [A9.3.3.11.](#) (T-2)

A9.5.3. (AFSOC) The MSSC will create new EFB user accounts when a valid request is submitted by a unit appointed MSSO through the SAMS-EFB SharePoint site. The MSSC will create the user account using the user’s .mil email address and provide enrollment instructions for ForeFlight and Jeppesen Flitedeck Pro. (T-2)

A9.5.4. (AFSOC) Government issued SAMS-EFBs remain government property. Units and users will account for EFBs IAW with existing AF policies concerning sensitive IT assets. MSSOs will receive access to the AirWatch console to assist in the tracking and management of their unit’s devices. (T-2)

A9.5.5. (AFSOC) Users are required to turn in EFBs upon departure from their unit or if they no longer meet EFB user criteria. Devices must be turned in with the device fully wiped (at the “Welcome” screen). MSSOs may not accept devices in an unwiped state due to the possibility of the device being activation locked. (T-2)

A9.5.6. (AFSOC) Wiping a device does not automatically ensure the device is disenrolled from the user's account in AirWatch. MSSOs will ensure the device enrollment and the user are both removed from AirWatch AFTER a confirmation that the device has been wiped. Removal of the user from AirWatch by the unit MSSO does not remove the user's master EFB account or impede their ability to enroll another device at their gaining unit. (T-2)

A9.5.7. (AFSOC) MSSOs will provide notification to their unit IT account custodians that the device has been recovered and its condition. (T-2)

A9.5.8. (AFSOC) Accessory turn-in is at the discretion of the unit. (T-2)

A9.5.9. (AFSOC) MSSOs will notify the MSSC when a user departs their unit by either submitting a Unit Transfer Request through SharePoint or an account removal request by emailing the MSSC. When applicable, the MSSC will transfer the user's EFB account to their new unit to ensure continued access to EFB content and services. The user's gaining unit will issue another EFB to the user upon arrival. (T-2)

A9.5.10. (AFSOC) Units will ensure device turn-in is part of the unit out-processing checklist. (T-2)

A9.6. (AFSOC) Operation.

A9.6.1. (AFSOC) Pre-Flight.

A9.6.1.1. (AFSOC) Each aircrew member will ensure the SAMS-EFB is updated with current electronic TOs and required ePubs. (T-2)

A9.6.1.2. (AFSOC) Hardcopy TOs, ePubs, and FLIP may be substituted by approved electronic means provided MDS Volume 3 authorizes flight operations without paper products and the following requirements are satisfied:

A9.6.1.2.1. (AFSOC) The aircrew will have a minimum of three SAMS-EFB loaded with current FLIP for all anticipated areas of operations. An up-to-date AFSOC issued SAMS-ESA or MPE computer may be used in place of one SAMS-EFB towards the three-device FLIP requirement. (T-2)

A9.6.1.2.2. (AFSOC) Battery life is sufficient to cover the planned mission plus two additional flight hours under normal use for the planned flight profile. As a recommendation, crews should have a minimum of 80% battery charge at step time. Planned battery life may be mitigated with external battery packs or AFSOC approved aircraft power connections. (T-2)

A9.6.1.2.3. (AFSOC) A set of hardcopy abbreviated normal and emergency checklist is present on the aircraft to ensure a crewmember experiencing SAMS-EFB failure can still reference a checklist. (T-2)

A9.6.2. (AFSOC) Prior to Take-Off.

A9.6.2.1. (AFSOC) Automatic Dependent Surveillance-Broadcast In (ADS-B In) receivers and Bluetooth GPS receivers on the SAMS-EFB Approved Hardware Baseline are authorized on AFSOC aircraft as a means to increase aircrew situational awareness and flight safety. These devices shall not be used for primary navigation. Aircraft commanders will ensure these devices are disabled to eliminate wireless transmissions when dictated by the operational situation. (T-2)

A9.6.2.2. (AFSOC) Users will confirm device "Auto-Lock" setting is set to "Never" to ensure the SAMS-EFB screen does not turn off during critical phases of flight. Auto-lock should be re-enabled following flight operations. (T-2)

A9.6.3. (AFSOC) In-Flight Normal Operations.

A9.6.3.1. (AFSOC) SAMS-EFBs are primarily authorized for viewing ePubs, TOs, and electronic FLIP. Any use of the SAMS-EFB device for Situational Awareness (SA), note taking, or other activities must not interfere with primary flight duties. (T-2)

A9.6.3.2. (AFSOC) When not in use, SAMS-EFB devices should be stowed safely and placed in sleep mode to conserve battery life. (T-2)

A9.6.3.3. (AFSOC) Aero, Jeppesen Flite Deck Pro, ForeFlight and GoodReader are the only authorized applications for FLIP, ePubs, and TO reference. Users may utilize any combination of these applications as their mission requirements dictate. MDS or unit guidance may impose further restrictions or requirements on the usage and installation of FLIP applications on the EFB. Both Aero and ForeFlight have the ability to be side-loaded with FLIP data by a mission planning system in cases of limited wireless connectivity or bandwidth. (T-2)

A9.6.3.4. (AFSOC) Screen protectors and NVIS filters are permitted, so long as they do not affect the functionality or visual resolution of the device. (T-2)

A9.6.3.5. (AFSOC) In the event any crewmember's SAMS-EFB fails during flight ops, the Aircraft Commander shall ensure devices are redistributed to appropriate crewmembers in order to properly accomplish the mission. When directed, the member surrendering their EFB will provide the six digit unlock code to recipient of their device. When the device is returned, the member must set a new unlock code. (T-2)

A9.6.3.6. (AFSOC) Aircrew should avoid prolonged direct heat exposure to SAMS-EFB due to the possibility of temporary internal shutdown until the device cools back down sufficiently. (T-2)

A9.7. (AFSOC) Configuration Management.

A9.7.1. (AFSOC) General configuration management guidance.

A9.7.1.1. (AFSOC) SAMS-EFB devices will be configured IAW EFB Continuity Workbook and User Guides maintained under the Help tab on the Chub. (T-2)

A9.7.1.2. (AFSOC) Usage of the SAMS-EFB for official purposes does not require an iTunes account. Users are authorized to use a personal iTunes account on the device in order to utilize personal apps and content. If a personal iTunes account is associated with the EFB, "Family Sharing" must be disabled on that account. (T-2)

A9.7.1.3. (AFSOC) Tethered EFB operations are not authorized on NIPR or SIPR workstations or any system that restricts the usage of USB-based removable storage. Unclassified AFSOC provided mission planning computers are the primary official means for side loading data onto EFBs. The Mission Planning Environment (MPE) baseline configuration will include the version of iTunes compatible with the current approved version of iOS. Mission planning computers may be used to transfer user documents to a new device in the case of a device replacement. (T-2)

A9.7.1.4. (AFSOC) Synchronizations are permitted with personal iTunes accounts on personally owned computers to update files or apps on EFB devices, as long as GoodReader content such as TOs, ePubs, and other FOUO publications are not backed up from the device to personal computers or commercial cloud services. Aircrew members are permitted to add individual applications or media. Installing applications and media is authorized provided that it does not inhibit use of, replaces, removes, or competes with the storage required for mandated applications, iOS, ePubs, or FLIP. Additionally, individual applications and media shall not violate the signed user agreement prohibiting unprofessional content on government devices. (T-2)

A9.7.1.5. (AFSOC) Aircrew members will only download and install applications from the Apple App Store (iTunes) and the EFB App Store. Downloading applications from websites or other sources is prohibited, unless specifically approved by AFSOC. Enterprise applications intended for official use or testing may be provided through the EFB App Store once submitted by AFSOC/A3V approved by the SAMS-EFB Program Management Office (PMO). (T-2)

A9.7.2. (AFSOC) Expanding the SAMS-EFB software baseline.

A9.7.2.1. (AFSOC) Users or units wishing to expand the SAMS-EFB software baseline may submit suggestions for functional requirements IAW with [Paragraph A9.3.3.8](#). As a separate avenue, the MSSC may submit an Initial Product Improvement Request (I-PIR) to the SAMS-PMO CCB for consideration. (T-2)

A9.7.2.2. (AFSOC) The SAMS-PMO CCB evaluates proposed improvements in terms of utility, cost, security, test, and support impact. (T-2)

A9.7.2.3. (AFSOC) Users will not install any MSSC black-listed applications due to increased vulnerability to specific viruses and malware. MSSC will maintain the list on the CHub Help tab and SAMS-EFB SharePoint and notify users of changes. (T-2)

A9.7.3. (AFSOC) Operating system and application updates.

A9.7.3.1. (AFSOC) The current SAMS-EFB device is the Apple iPad. It is designed to receive notifications from the Apple Push Notification Service (APNS), alerting users of iOS and applications updates. In order to receive notifications, users will ensure the AirWatch Agent app remains installed and up to date. (T-2)

A9.7.3.2. (AFSOC) Aircrew members will not apply updates to the iOS until the MSSC sends notifications to users via email and/or AirWatch MDM application. Users will not delay installation of any software updates following MDM notifications due to potential security vulnerabilities. (T-2)

A9.7.4. (AFSOC) EFB data update procedures.

A9.7.4.1. (AFSOC) AFSOC/A3V Publication Managers (PM) will maintain a master publications library of all Air Force and AFSOC regulatory guidance and aircraft TOs. SAMS-EFB users are prohibited from synchronizing EFB devices directly to the AFSOC master pubs folder. **Exception:** AFSOC/A3V personnel may sync directly to the master folder in order to accomplish MAJCOM Stan/Eval requirements. (T-2)

A9.7.4.2. (AFSOC) Group-level Stan/Eval functions will maintain the Stan/Eval publication library of all applicable base-level publications and supplements. Group Stan/Eval should be the primary Electronic Pubs folder for their assigned units. (T-3)

A9.7.4.3. (AFSOC) Squadron-level PMs are ultimately responsible for ensuring a standardized unit publications folder is available on the CHub IAW AFI 11-202, Vol 2, AFSOC Sup **Paragraph 9.1. (Added-AFSOC)**, Squadron PMs are directly responsible for MDS & unit specific EFB content, and will ensure standardized sync configurations for all assigned/attached members. (T-3)

A9.7.4.4. (AFSOC) Squadron-level PMs will only make changes and updates to the unit publications folder for which they are responsible. Modifying another organization's folder will result in loss of CHub permissions. All AFSOC users should practice strict aircrew discipline to prevent inadvertent content modifications to CHub folders that do not fall under their purview. Users may add or delete files from their personal CHub folder. Uploading large files may time out due to slower upload speed and CHub traffic. (T-2)

A9.7.4.5. (AFSOC) Squadron publications folders must contain, at a minimum, all required publications for each crew position. Squadron publications folders may consist of a combination of local squadron and group level folders. Additional publications or flight reference materials may be included at unit discretion. (T-2)

A9.7.4.6. (AFSOC) Each aircrew member will synchronize their SAMS-EFB to the squadron publications folder or as directed by squadron DOV. To avoid excessively large downloads, it is recommended that users build a separate sync connection directly to the unit publications folder. Additional sync connections to other reference materials in the unit folder are permitted. (T-2)

A9.8. (AFSOC) Loss, Theft, and Damage.

A9.8.1. (AFSOC) Definitions.

A9.8.1.1. (AFSOC) A SAMS-EFB is considered "lost" as soon as the assigned crewmember cannot account for the device after all reasonable efforts have been made to locate the device. (T-2)

A9.8.1.2. (AFSOC) A device is "stolen" when the assigned user knows it to have been unlawfully taken. (T-2)

A9.8.1.3. (AFSOC) A device is "damaged" when, despite being partly or even fully functional, has obvious physical damage that makes its continued use in-flight impractical. An example of a damaged device is one with a cracked screen. (T-2)

A9.8.1.4. (AFSOC) A device is "destroyed" when it is damaged to such an extent that there is no hope of repair. Examples include SAMS-EFB that have been smashed or bent and can no longer be powered on. (T-2)

A9.8.2. (AFSOC) Procedures for lost and stolen SAMS-EFBs.

A9.8.2.1. (AFSOC) Users will immediately report suspected or actual loss or theft of SAMS-EFB to MSSC in order to initiate remote wiping and deactivation of the device. The MSSC will follow the procedures for lost/stolen devices. Once the MSSC has been notified, the user will notify their unit ITA account(s) custodian and their unit MSSO. The unit commander will direct follow-on actions IAW with current AFI guidance concerning sensitive IT assets to include a Report of Survey (ROS), when applicable. (T-2)

A9.8.2.2. (AFSOC) When a device has been removed from a unit ITA account for reasons such as DRMO, authorized destruction or disposal, ROS completed, etc., the unit will provide documentation to the MSSC. The SAMS-EFB PMO will ensure the device(s) are removed from the AFSOC MDM and Device Enrollment account. (T-2)

A9.8.3. (AFSOC) Damaged or destroyed devices.

A9.8.3.1. (AFSOC) If deemed unserviceable, the unit commander will direct follow-on actions IAW with current AFI guidance concerning sensitive IT assets. At the completion of these actions, the unit will notify the MSSC IAW with [A9.8.2.2.](#) (T-2)

Attachment 10 (Added-AFSOC)

AFSOC AIRCRAFT SECURITY

A10.1. (AFSOC) General. This chapter provides guidance for aircraft security during ground operations and inflight.

A10.2. (AFSOC) Security. AFSOC aircraft are Protection Level 3 resources. This security priority designation applies to operational aircraft, wherever they are located, worldwide. Requirements for protection of the aircraft in a transient status at US and foreign bases are found in AFI 31-101, *Integrated Defense*, paragraph 9.5. and below. Some aircraft contain equipment and documents that require increased protection per DoD 5200.01, Vol 3, *DoD Information Security Program: Protection of Classified Information*, and AFI 16-1404, *Air Force Information Security Program*.

A10.3. (AFSOC) Procedures. Pre-mission planning should ensure that adequate enroute security is available. The amount of protection required will vary, depending on the location and ground time. The local threat working group will provide a security recommendation to the SQ/CC or PIC/MC and ensure the SOW/CC and SOG/CC are aware of any aircraft security issues. Arrangements must be made to protect the aircraft during crew rest status at non-US protected locations. If US military security forces are not available, the US embassy assigned to that country must be consulted to ensure security arrangements are made. For missions involving a planning agency, the agency must coordinate with the SOG/CC or designated official (authority may not be delegated lower than the MC) to ensure the planned security measures conform to mission requirements. The squadron commander is the final approval authority for the need for ground security teams for their aircraft; authority may be delegated no lower than the PIC/MC. However, the SOW/CC (or SOG/CC for the 353 SOG at the time of this publication) is ultimately responsible for the security of their aircraft when located away from home station. **(T-3)**

A10.3.1. **(AFSOC)** For non-permissive environments, airfield and LZ security is the responsibility of the agency requesting the airlift. Aircrews will work with the agency requesting the airlift to ensure security meets the requirements for the mission. **(T-3)**

A10.3.2. **(AFSOC)** For permissive or uncertain environments, the PIC/MC will receive a threat assessment and force protection capability evaluation briefing at home station prior to departure and receive updates enroute, if required. Use **Figure A10.1. to Figure A10.3. (Added-AFSOC)** to help assess the risk to parked aircraft, unattended by crew for planned overnight stops at non-US military installation overseas and civilian airfields. **(T-3)**

A10.3.2.1. **(AFSOC) Aircraft Force Protection Risk Assessment Matrix.** A cumulative score of 20 or below implies that normal unmanned aircraft security measures are adequate and a DAGRE or Site/Aircraft Security Team is normally not recommended; however, commanders may consider additional security measures. If the cumulative score is greater than 21, a DAGRE or Site/Aircraft Security Team is normally recommended and commanders should consider deploying or contracting security personnel. **Figure A10.1. to Figure A10.3. (Added-AFSOC)** is for consideration only;

other possible factors including the aircraft commander's judgment and discretion in meeting his responsibility to ensure adequate aircraft security measures is required. **(T-3)**
NOTE: Normally, additional security for the aircraft is not required at military installations within a North Atlantic Treaty Organization (NATO) country.

A10.3.2.2. **(AFSOC)** When landing at a DoD component installation, the installation commander is responsible to provide adequate security for the aircraft; the PIC/MC will determine if the security provided is sufficient and in compliance with AFI 31-101. **(T-3)**

A10.3.2.3. **(AFSOC)** When landing at a non-DoD installation, request area patrol coverage from local security forces to include backup response forces. If local authorities request payment for this service, use AF Form 15, *USAF Invoice*. **(T-3)**

A10.3.3. **(AFSOC)** For unscheduled or emergency landings at unplanned airfields, the PIC will assess the aircraft security situation and take actions as needed. If the aircrew is not capable of providing adequate security, the PIC will request/coordinate security through available channels, notify the respective air operations center (AOC) as soon as possible, and contact the US Embassy or US Defense Attaché Officer (DAO) for security assistance. If force protection capability appears insufficient, take the following actions: **(T-3)**

A10.3.3.1. **(AFSOC)** Aircrew surveillance. If the aircraft is not remaining overnight, aircrew will maintain appropriate aircraft security. The PIC/MC will direct armed crew members to remain with the aircraft and maintain surveillance of aircraft entrances and activities in the aircraft vicinity. **(T-3)**

A10.3.3.2. **(AFSOC)** Local Area Patrols. Request area patrol coverage from local security forces to include backup response forces. If local authorities request payment for this service, use AF Form 15, *USAF Invoice*. **(T-3)**

A10.3.3.3. **(AFSOC)** Departure without Crew Rest. If local security forces are unacceptable or unavailable, the PIC/MC may waive flight duty period (FDP) restrictions and depart as soon as possible for a destination with adequate force protection. If unable to depart the location due to system malfunction, the aircrew must secure the aircraft to the best of their ability. In no case will the entire crew leave the aircraft unattended. Crew rest requirements will be subordinate to aircraft security when the airframe may be at risk. The PIC/MC should rotate a security detail among the crew to provide for both aircraft protection and crew rest until relief is available. PIC/MC will coordinate through home station channels to acquire additional security. **(T-3)**

A10.3.4. **(AFSOC)** Tailored Security Measures. Standard physical security measures may be impractical at times due to mission, terrain, climate, sociopolitical sensitivities, or other factors. For example, some countries don't allow armed security personnel. On other deployments, the mission may rely on maintaining a low profile and attracting as little attention as possible. The PIC/MC will determine tailored security measures and up-channel to respective AOC for approval. **(T-3)**

A10.3.4.1. **(AFSOC)** At a minimum, lock aircraft entry points and hatches. **(T-3)**

A10.3.4.2. **(AFSOC)** If it is not possible to lock aircraft, secure aircraft entry points and hatches in a manner to indicate unauthorized entry, i.e., taping hatch release handles or using seals. **(T-3)**

A10.3.5. (AFSOC) **Protective Standards for Aircraft Carrying Distinguished Visitors** . This paragraph applies specifically to aircraft transporting DV Code 4 or above. Pre-mission planning and the Threat Working Group will address any additional requirements driven by the Force Protection needs of the DV. In the absence of additional requirements, use the aforementioned paragraphs. (T-3)

A10.4. (AFSOC) Arming of Crew Members and/or Ground Security Teams. When directed by the MC, at least one crew member each from the flight deck and cargo compartment will carry weapons IAW AFI 31-117, *Arming and Use of Force by Air Force Personnel*, and AFMAN 31-229, *USAF Weapons Handling Manual*. Aircrews will not identify armed aircrew members to the public. (T-3)

A10.4.1. (AFSOC) **Weapons Issue.** Before departing home station, authorized crew members will obtain weapons, ammunition, lock, and key. Crew members must present a current AF Form 523, *USAF Authorization to Bear Firearms*, to be issued a weapon. Crew members will be reissued the same weapon until the mission terminates at home station. If an armed crew member must leave the crew enroute, transfer the weapon to another authorized crew member using AF Form 1297. (T-3)

A10.4.2. (AFSOC) **Loading and Transfer of Weapons.** Load and unload weapons at approved clearing barrels/facilities, if available. To transfer a loaded weapon to another crew member, place the weapon on a flat surface. Do not use a hand-to-hand transfer. (T-3)

A10.4.3. (AFSOC) **Wearing of Weapons.** When arming for anti-hijacking purposes, wear the weapon in a holster, concealed at all times to protect the identity of armed crew members. Do not wear weapons off the flightline, except to and from the CCC, armories, and other facilities associated with aircrew activities such as base operations, fleet service, cargo or passenger terminals, flightline cafeterias, snack bars, etc. (T-3)

A10.4.4. (AFSOC) **Weapons Storage.** Crew members will be armed before beginning preflight or onload duties. When no passengers are on board and after a satisfactory stowaway check, weapons may be stored in the gun box inflight. If no gun box is available, retain weapon for the duration of the flight. Crew members will rearm before landing. Weapons do not need to be unloaded before being placed in the gun box. (T-3)

A10.4.5. (AFSOC) **Crew Rest.** During crew rest, store weapons in the most secure facility available, normally the base armory. If a weapons storage facility is unavailable or the country prohibits or restricts the entry of weapons, secure firearms and ammunition in the gun box. (T-3)

A10.4.5.1. (AFSOC) **Aircraft without a Gun Box.** If an aircraft without a gun box must remain overnight at a location where a government-owned storage facility is unavailable, use the nearest acceptable facility. Acceptable storage facilities are US or Allied military services armories, US National Guard and Reserve armories, and US civil law enforcement armories. If none of these are available, or the PIC/MC believes weapons security may be compromised, crew members may secure their weapons in their quarters; however, one crew member will remain with the weapons at all times. In this case, turn the ammunition over to the PIC. (T-3)

A10.4.6. (AFSOC) Security Forces members assigned as Deployed Aircraft Ground Response Elements (DAGREs), Flight Deck Denial, and/or Fly Away Security will be authorized to retain custody of arms and ammunition and maintain them in a ready-to-use configuration, ie loaded, IAW AFI 31-117, *Arming and Use of Force by Air Force Personnel*, and AFMAN 31-229, *USAF Weapons Handling Manual*, while performing those duties. When assigned, the Security Forces Team Leader will make themselves known to the PIC and pre-brief any circumstances where a situation may drive a change to the team's weapons status. (T-2)

A10.4.6.1. (AFSOC) Due to the sensitivity of weapons in some foreign countries, the Foreign Clearance Guide (FCG) may require weapons to remain inside the aircraft, yet readily available, and out-of-sight of foreign nationals.

A10.4.6.2. (AFSOC) If a destination requires weapons be carried outside the aircraft, the Air Component of the Theater Special Operations Command (TSOC) must approve such action prior to deployment. (T-2)

A10.5. (AFSOC) Anti-hijacking Guidance . Aircrews must make every reasonable effort to resist an aircraft hijacking attempt. Resistance may vary from dissuasion to direct physical confrontation, including the use of deadly force. Due to the sensitive nature of anti-hijacking procedures, crew members should reference AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)* (FOUO) and the Flight Information Handbook (FIH) for specific guidance. Aircrews will not release any information concerning those procedures or hijacking attempts. Anti-hijacking is a crew duty performed exclusively by aircrew personnel. The hijacking of an AFSOC aircraft could create a serious international incident and jeopardize the safety of passengers and property. An aircraft is most vulnerable when the crew is on board and the aircraft is ready for flight. Hijackers cannot be dealt with as ordinary criminals. Some are mentally disturbed, emotionally unstable individuals for whom the threat of death is not a deterrent, but a stimulus to crime. Delay tactics have been most successful in saving lives and property. Detection of potential hijackers before they board the aircraft is the best solution to the problem. (T-3)

A10.5.1. (AFSOC) Acceptance of Passengers. The host station passenger processing and manifesting facility should conduct anti-hijacking inspections. Do not board passengers unless the PIC is fully satisfied with these inspections. **Exception:** Supporting/supported forces may be inspected at the aircraft by the aircrew. (T-3)

A10.5.1.1. (AFSOC) Aeromedical Procedures. Military medical facility commanders are responsible for the anti-hijacking inspection of patients. When patients are delivered to the aircraft by civilian sources, the aircrew will perform required inspections before departure. (T-3)

A10.5.1.2. (AFSOC) Contingency and exercise movements. During contingencies in support of combat operations and exercises involving the movement of large numbers of personnel, the supported unit should manifest passengers and perform anti-hijacking inspections.

A10.6. (AFSOC) Arms and Ammunition. Passengers (including Mission Essential Personnel (MEP)) normally will not carry weapons and/or ammunition on their person or in hand-carried baggage on board an aircraft. **Exception:** Special Agents/guards of the Secret Service or State Department and other individuals specifically authorized to carry weapons with coordination of the PIC. In all cases, the crew will be aware of the location of weapons and ammunition. **(T-3)**

A10.6.1. **(AFSOC)** If individuals must clear their weapons before boarding the aircraft, and access to clearing barrel/facilities is limited, at a minimum, direct them to: **(T-3)**

A10.6.1.1. **(AFSOC)** Move to a safe, clear area at least 50 ft from any aircraft, equipment, or personnel before unholstering/unslinging their weapons.

A10.6.1.2. **(AFSOC)** Clear their weapons in accordance with standard safety procedures.

A10.6.2. **(AFSOC)** Troops and deadhead crew members will not retain custody of ammunition on an aircraft, but will turn it in to the troop commander or PIC. **Exception:** During combat operations, troops may carry unloaded weapons and ammunition on board the aircraft. When the tactical situation dictates, personnel who will engage an enemy force immediately upon deplaning at the objective may carry loaded weapons aboard the aircraft at the discretion of the troop commander/team leader, with the PIC's concurrence. Weapons will not be breached until clear of the aircraft. **(T-3)**

Figure A10.1. (Added)(AFSOC) AIRCRAFT SECURITY RECOMMENDATION MATRIX Page 1 of 3.

AIRCRAFT SECURITY RECOMMENDATION MATRIX

Classification: ___(when completed)

Airfield: _____		ICAO: _____		Country: _____		Date : _____	
FACTORS	0 Points	1 Point	2 Points	3 Points	4 Points	5 Points	Points/Comments
Threat /source: OSI and Intel (or AMC Virtual Risk Assessment Database http://portal.amcin.scott.af.smil.mil/index.cfm?PageID=19)							
1. Terrorist Threat	There is no known threat against US, Coalition, or Host Nation Forces	There is a negligible threat against US, Coalition, or Host Nation Forces	There is LOW threat against US, Coalition, or Host Nation Forces	There is a MODERATE threat against US, Coalition, or Host Nation Forces	There is a SIGNIFICANT threat against US, Coalition, or Host Nation Forces	There is a HIGH threat against US, Coalition, or Host Nation Forces	
2. Criminal Threat	There is no known threat against US, Coalition, or Host Nation Forces	There is a negligible threat against US, Coalition, or Host Nation Forces	There is LOW threat against US, Coalition, or Host Nation Forces	There is a MEDIUM threat against US, Coalition, or Host Nation Forces	There is a HIGH threat against US, Coalition, or Host Nation Forces	There is a CRITICAL threat against US, Coalition, or Host Nation Forces	
Aircraft Security Requirements /source: local TWG and/or AFSOC/A7SO							
1. Aircraft Security Standards	US Forces provide aircraft security that meets or exceeds min required PL security IAW AFI 31-101	Coalition Forces provide aircraft security that meets or exceeds min required PL security IAW AFI 31-101; reliability not in question	Host Nation Forces provide aircraft security that exceeds min required PL security IAW AFI 31-101; reliability not in question	Coalition and/or Host Nation Forces provide aircraft security that meets min required PL security IAW AFI 31-101; reliability is uncertain	Host Nation Forces provide aircraft security that meets min required PL security IAW AFI 31-101; reliability is questionable	Forces do not provide aircraft security that meets min required PL security IAW AFI 31-101 or unknown	
Security Presence /source: local TWG and/or AFSOC/A7SO							
1. Security Personnel	US Forces have complete control over all airfield security	Coalition Forces have complete control over all airfield security	US, Coalition and/or Host Nation Forces share control over all airfield security	Host Nation Forces have complete control over all airfield security	Host Nation Forces have some control of airfield security	There is no visible control over airfield security or unknown	
2. Response Forces	US Forces have a response force dedicated specifically to the airfield	Coalition Forces have a response force dedicated specifically to the airfield	Host Nation Forces have a response force dedicated specifically to the airfield	Response forces are available but not specifically dedicated to the airfield	Host Nation Forces have a response force dedicated specifically to the airfield; reliability is questionable	No response forces are available or unknown	

Figure A10.2. (Added)(AFSOC) AIRCRAFT SECURITY RECOMMENDATION MATRIX Page 2 of 3.

Airfield: _____		ICAO: _____		Country: _____		Date : _____	
FACTORS	0 Points	1 Point	2 Points	3 Points	4 Points	5 Points	Points/Comments
Physical Security Measures On-site (if known)/source: local TWG and/or AFSOC/A7SO							
1. Aircraft Parking	US aircraft are parked together in a specific area	US and Coalition aircraft are parked together in a specific area	US and/or Coalition aircraft are parked together with Host Nation military aircraft in a specific area	US aircraft are parked near Host Nation commercial aircraft	US aircraft are parked among Host Nation commercial aircraft	US Aircraft are parked everywhere or unknown	
2. Entry Control	Strict entry control; entry credentials used; escort program	Multiple forces control entry to the airfield; strict entry control; entry credentials used; escort program	Entry credentials used; reliability is uncertain	Entry credentials used; problems with entry control and/or escort program	Entry credentials not used	There is no control over entry to the airfield or unknown	
3. Perimeter Fencing	Installation AND airfield are completely surrounded by a fence or wall; both well maintained	Installation OR Airfield is completely surrounded by a fence or wall; well maintained	Installation OR Airfield is completely surrounded by a fence or wall; perimeter not well maintained	Installation OR Airfield is not completely surrounded by a fence or wall	Installation OR Airfield is not completely surrounded by a fence or wall; perimeter not well maintained	There is no perimeter of any kind around the installation/ airfield or unknown	
4. Intrusion Detection	Extensive coverage; systems operable and monitored (sensors, cameras, night vision, observation posts, MWD, etc.)	Good coverage; systems operable and monitored (sensors, cameras, night vision, observation posts, MWD, etc.)	Key areas covered; systems operable and monitored (sensors, cameras, night vision, observation posts, MWD, etc.)	Limited coverage; some systems operable and monitored (sensors, cameras, night vision, observation posts, MWD, etc.)	Some coverage; systems and monitoring reliability is questionable (sensors, cameras, night vision, observation posts, MWD, etc.)	There is no coverage or unknown coverage (sensors, cameras, night vision, observation posts, MWD, etc.)	
5. Lighting	Airfield has complete lighting for all parking areas and entry points; well maintained and illuminated	Airfield has complete lighting for all parking areas and entry points; maintained illumination is lacking in a few areas	Airfield has some lighting for all parking areas and entry points; well maintained but several areas not well illuminated	Airfield has some lighting for all parking areas and entry points; not maintained and limited illumination	Airfield has little lighting for all parking areas and entry points	Airfield has no lighting at all or unknown	
POINTS		1. 21-50 <i>(fly- away security IS normally recommended)</i>		2. 20 or below <i>(fly-away security IS NOT normally recommended)</i>		Total <i>Note: Evaluate additional factors below prior to making your final recommendation</i>	

Figure A10.3. (Added)(AFSOC) AIRCRAFT SECURITY RECOMMENDATION MATRIX Page 3 of 3.

Additional Considerations				
<u>OTHER FACTORS</u>	<u>OTHER FACTORS</u>	<u>MISSION DURATION</u>	<u>DEVIATIONS</u>	<u>SOW/SOG TWG OPR or AT/FP Lvl II Qual SF Expert</u>
<p><i>Has the requesting agency been tasked to provide aircraft security?</i></p> <p><input type="checkbox"/> NO</p> <p><input type="checkbox"/> YES</p> <p><i>If transporting SOF combat forces, will they provide security while acft is on the ground?</i></p> <p><input type="checkbox"/> NO</p> <p><input type="checkbox"/> YES</p> <p><i>IF YES to either, Fly-away security is normally not recommended.</i></p>	<p><i>Is the airfield on the Phoenix RAVEN Location List?</i></p> <p><input type="checkbox"/> YES</p> <p><input type="checkbox"/> NO</p> <p><i>If YES, review intel supporting designation to better inform risk decision.</i></p>	<p><i>How much time will the aircraft be on the ground at the prescribed location?</i></p> <p><input type="checkbox"/> Less than 12 hours</p> <p><input type="checkbox"/> More than 12 hours</p> <p><input type="checkbox"/> More than 7 days</p> <p><i>NOTE: Duration on ground may drive additional personnel for effective post rotation/relief</i></p>	<p><i>Does the SOW/SOG TWG recommendation require a tailored security measure?</i></p> <p><input type="checkbox"/> NO</p> <p><input type="checkbox"/> YES</p> <p><i>IF YES, explain:</i></p>	<p>Grade/Name:</p> <p>Signature/Date:</p> <p>Recommend deploy security:</p> <p><input type="checkbox"/> NO</p> <p><input type="checkbox"/> YES</p> <p><i>IF YES, recommended tm size?</i></p>

INSTRUCTIONS: Circle/mark the items that apply; consider other factors listed on the bottom of the sheet after determining the total point value.