

**BY ORDER OF THE COMMANDER
301ST FIGHTER WING**

**AIR FORCE INSTRUCTION 11-2F16V3
301ST FIGHTER WING
Supplement**

16 JULY 2012

Flying Operations

F-16 – OPERATIONS PROCEDURES



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at <http://www.e-publishing.af.mil>.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: 301OSF/OSL

Certified by: 301OG/CC
(Colonel Kurt J. Gallegos)

Pages: 12

This supplement extends the guidance of Air Force Instruction (AFI) 11-2F-16, Volume 3, 18 February 2010. It contains local information and directives pertaining to air operations at the 301st Fighter Wing (301FW), Naval Air Station, Joint Reserve Base (NAS JRB), Fort Worth, Texas. It is designed to be used in conjunction with NASJRBFTWINST 3710.1E, *NAS JRB Fort Worth Air Operations Manual*, AFI 11-214, *Air Operations Rules and Procedures*, AFI 11-218, *Aircraft Operations and Movement on the Ground*, AFI 11-301, *Aircrew Life Support Program*, AFI 11-418, *Operations Supervision*, AFI 11-2F-16V1, *F-16 Aircrew Training*, AFI 13-212, 301 FWSUP1, (Falcon Bombing Range), AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, AFTTP 3-3.F-16, *Combat Aircraft Fundamentals-F-16* and the 457th Fighter Squadron Pilot Guide. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123 (will convert to AFMAN 33-363), *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located at <https://afrims.amc.af.mil/>.

Section 8A—instruction

8.1.1.1. (301FW) General. This supplement prescribes standard operating procedures for F-16 pilots assigned, attached or visiting the 301 FW. It is directive in nature to standardize local procedures while not restricting mission accomplishment.

8.1.1.2. **(Added-301FW)** Pilots reading this instruction are advised to have NASJRBFTWINST 3710.1E, NAS JRB Fort Worth Air Operations Manual, AFI 13-212, 301 FW Sup 1, Falcon Bombing Range, and their 457 FS Pilot Guide available for cross reference.

8.1.1.3. **(Added-301FW)** Deviations from AFI 11-2F-16V3, 301 FW Sup 1, unless emergency or safety of flight dictates, must be approved by the 301st Operations Group Commander (301OG/CC).

8.1.1.4. **(Added-301FW)** Submit an AF Form 847, *Recommendation for Change to Publications*, to 301st Operations Group Standardization and Evaluation (301OG/OGV) for recommended changes to this supplement or parent publication.

Section 8B—General Policy

8.1.2.1. **(301FW)** This supplement complements higher headquarters regulations/directives. It is not intended as a single-source document. When deployed, comply with local procedures for the TDY location or these procedures, whichever are more restrictive.

8.1.2.2. **(301FW)** Command and Control. The 301 OG/CC exercises control over flying operations through the Supervisor of Flying (SOF). The SOF has the responsibility to safely manage flying operations to maximize unit training and mission accomplishment. The SOF will inform the 301OG/CC and squadron leadership for all unusual occurrences as time allows.

8.1.2.3. **(301FW)** Diversion Instructions. Pilots will reference the 457th Fighter Squadron (457FS) Pilot Guide, Chapter 4, for off stations procedures in the event of an aircraft divert.

8.1.2.4. **(301FW)** Pilot Qualifications. The 457FS/CC endorses a Letter of Pilot Qualifications listing weather categories and qualifications for assigned and attached pilots. This letter is published by the 457 FS Chief of Training and is posted in the Stan/Eval SOF Book 1.

8.1.2.5. **(301FW)** Flight Planning/Clearance. Pilots will receive a SOF briefing that includes: weather, NOTAMs, aircraft status, bird status, and information pertinent to assigned sortie prior to beginning the flight briefing.

8.1.2.5.1. **(301FW)** Pilots will utilize NAS JRB Fort Worth approved stereo flight plans for local flight training. These stereo routes authorize non-standard 2 mile formations in accordance with a letter of agreement with Fort Worth Center and Fort Worth Regional Approach control. Pilots will file a flight plan through base operations for non-local flights.

8.1.2.5.2. **(301FW)** Local Weather Procedures. The SOF is responsible for obtaining current weather and NOTAMs information pertinent to flying operations. The SOF will use the resources and procedures outlined in the SOF functional checklist to obtain and post current information.

8.1.2.5.3. **(301FW)** GO/NO-GO Program. Pilots will verify all required GO/NO-GO items are accomplished prior to the SOF briefing.

8.1.2.5.4. **(301FW)** Operational Risk Management (ORM). Pilots will complete an ORM analysis prior to the SOF briefing. Flight leads will address elevated risk areas during the mission briefing and modify the flight as necessary based on actual risk factors.

8.1.2.5.5. (301FW) Bird Aircraft Strike Hazard (BASH). Pilots will report all hazardous bird activity to air traffic control and the SOF. Pilots will comply with BASH procedures in the 457 FS Pilot Guide.

8.1.2.5.5.1. (301FW) BASH PHASE II, (May – Jun and Sep – Oct) OR when the AVIAN HAZARD ADVISORY SYSTEM website (www.ahas.com) model forecasts your route of flight as “SEVERE,” the following restrictions are in effect:

ON RANGE: A/G delivers may be flown to the planned or minimum altitudes, but the pattern must be flown at 1,000 ft Above Ground Level (AGL) or higher after the range control officer has determined the bird hazard condition is not severe.

LOW LEVELS: The minimum altitude on low levels or low altitude Military Operating Area (MOAs) will be 1,000 ft AGL. Abort route if dense bird activity observed. Do not accomplish low altitude training (defined as altitude below 5,000 ft MSL) within ± 1 hour of sunrise or ± 1 hour sunset.

8.1.2.5.6. (301FW) Survival Vest. Survival vests are not required on local flights. For non-local missions required wear of the survival vest will be determined by the 301 OG/CC based on an ORM study of the mission and environmental risk factors.

8.1.2.6. (301FW) Cross Country Procedures. Pilots will reference the 457 FS Pilot Guide, Chapter 4, for off stations procedures. When on duty, the SOF is the direct representative of the 301 OG/CC. Decision authority is delegated to the SOF for mission accomplishment.

8.1.2.6.1. (301FW) Off station itinerary changes will be coordinated with the 301 OG/CC through the SOF during normal duty hours. During non-duty hours, coordinate changes with the 301 OG/CC through the operations supervisor. If direct contact is not established, notify the 301 FW Command Post (301FW/CP) or, if closed, the Air Force Reserve Command (AFRC) Command Post of itinerary changes.

8.1.2.6.2. (301FW) Off station aircraft maintenance requirements will be coordinated with 301st Aircraft Maintenance Squadron (301AMXS).

8.1.2.7. (301FW) Unit Standards. Pilots are encouraged to utilize the 10th Air Force (10 AF) standards to improve briefing and flying efficiency. Items not addressed in the flight briefings will be performed according to 10 AF standards.

Section 8C Ground Operations:

8.1.3.1. (301FW) Airfield Diagram. See the 457 FS pilot guide and/or Flight Information Publication (FLIP) publications for airfield diagram.

8.1.3.2. (301FW) Preflight/Engine Start. Pilots will monitor UHF ground during engine start. After engine start, monitor UHF Ops and flight AUX.

8.1.3.2.1. (301FW) Pilots will accomplish Secondary Engine Control (SEC) and Emergency Power Unit (EPU) checks after engine start and prior to applying avionics power.

8.1.3.2.2. (301FW) Pilots will coordinate maintenance assistance (Redball) during ground operations through the SOF.

8.1.3.3. (301FW) Hot Weather Procedures. Reference AFI 11-202V3_ACCSUP_1, Attachment 4 and limit ground operations when required.

8.1.3.4.1. **(301FW)** Report any holes, rocks, degraded ramp areas or other potential Foreign Object Damage (FOD) to Ground Control and the SOF.

8.1.3.4.2. **(301FW)** After landing monitor UHF ground and flight AUX. Prior to entering the 301 FW ramp area, switch to UHF Ops, AUX ground, and communicate aircraft status to the Maintenance Operations Center.

8.1.3.5. **(301FW)** Quick Check/Arming/De-Arming. Flights will auto push to AUX 10 if there is a need to speak with the End of Runway (EOR) Supervisor on the cordless headset, if worn. When ready for takeoff all aircraft will push to tower UHF and flight AUX for check in.

8.1.3.5.1. **(301FW)** All sorties will normally arm/de-arm and hot brake check at EOR. The SOF, with prior coordination with maintenance, will determine if exceptions are warranted for Functional Flight Check (FCF), Cross Country, etc.

8.1.3.6. **(301FW)** Hot Pit Refueling. A marshaller must be available for final positioning of the aircraft in the hot refueling area.

8.1.3.6.1. **(301FW)** Turn off the Litening AT targeting pod prior to hot pit refueling.

8.1.3.6.2. **(301FW)** Do not hot pit refuel aircraft with hung ordnance, hot brakes or fuel leaks. De-arm and hot brake checks are mandatory prior to entering the hot refueling area.

Section 8D Flying Operations:

8.1.4.1. **(301FW)** Takeoff. Terminate AB at 300 Knots (kts) and execute NAS JRB Fort Worth noise abatement procedures.

8.1.4.1.2. **(301FW)** Pilots will ensure a compatible departure end cable is raised for all takeoffs and landings. If a departure end cable is not available, pilots will takeoff or land opposite direction into a departure end cable with up to a 10 knot tailwind component. If the tailwind component is greater than 10 knots, pilots may takeoff or land without a departure end cable with the approval of the 301 OG/CC or designated representative.

8.1.4.1.3. **(301FW)** When cleared for take-off, communicate take-off time to Ops.

8.1.4.5. **(301FW)** Visual Flight Rules (VFR) Departures. Unless directed otherwise by air traffic control, for noise abatement execute the following:

8.1.4.5.1. **RWY 17.** Fly heading 170 degrees until reaching 2,500 ft MSL and then turn to desired heading and monitor tower frequency until clear of Class D airspace then contact Regional Approach Control. Remain clear of Dallas/Fort Worth Airport (DFW) Class B Airspace unless specifically cleared to enter the Class B by tower or approach.

8.1.4.5.2. **RWY 35.** Fly heading 330 degrees until reaching 2,500 ft MSL and then turn to desired heading and monitor tower frequency until clear of Class D airspace then contact Regional Approach Control. Remain clear of DFW Class B Airspace unless specifically cleared to enter the Class B by tower or approach.

8.1.4.6. **(301FW)** IFR Departures. Unless directed by air traffic control, execute the following:

8.1.4.6.1. **RWY 17.** Fly heading 170 degrees, maintain 3,000 ft MSL.

8.1.4.6.2. **RWY 35.** Fly heading 330 degrees, maintain 3,000 ft MSL.

8.1.4.7. **(301FW)** G-Awareness Program. The 301 FW G-Awareness Program is an integral part of the flying operation. G-awareness exercises and Anti-G Straining Maneuvers (AGSMs) will be conducted in accordance with AFI11-2F-16V3, AFI11-214, and AFTTP 3-3.F-16. AGSM reviews and assessments will be conducted in accordance with AFI11-2F-16V1.

8.1.4.8. **(301FW)** VFR Entry Points. Pilots will remain clear of DFW Class B airspace when operating in the vicinity of NFW or contact air traffic control for Class B clearance. Pilots will use “Eagle” (NFW 316/6.6) to enter the RWY 17 VFR pattern, or “Brook” (NFW 190/7) for RWY 35. Jet aircraft will cross these points at 3,000 ft MSL then descend to pattern altitude no later than 4 DME (Distance Measuring Equipment). Be aware that prop aircraft and helicopters may cross the VFR entry points at 1,700 ft MSL. Pilots may enter the VFR pattern at other points with tower’s approval.

8.1.4.9. **(301FW)** Radar Trail Recovery procedures to include when flying VFR at night, will be flown as follows:

Trail recoveries will be flown in accordance with AFI11-2F-16V3. Spacing will not exceed 3 nautical miles (NM).

At “DECEL” (Deceleration) call, all flight members select idle power and slow to 250 Knots.

At “Gear” call, all flight members will extend gear, open speedbrakes, and slow to 180 Knots.

Each flight member will slow to Final Approach Speed upon reaching 3 DME.

Reference the 457 FS Pilot Guide for Instrument Meteorological Condition (IMC) Recommended Recoveries.

8.1.4.9.1. **(301FW)** 301 FW aircraft can fly VFR at night provided they maintain flight following.

8.1.4.9.2. **(301FW)** When landing at night, pilots will fly the approach procedure that affords the safest and most effective means for a pilot to determine both course and glide slope during landing. When glide slope guidance is unavailable, pilots will fly the best available non-precision approach.

8.1.4.10. **(301FW)** Overhead Traffic Pattern. Pattern altitude is 2200 ft Mean Sea Level (MSL). Report “Initial” or “TAC Initial” at 4 DME and 2200 ft MSL. The standard direction of traffic is to the west, however east traffic may be flown if requested or directed by tower. If east traffic is requested, use caution for Meacham Class D airspace 2 miles east of NFW. Pilots will be familiar with Navy pattern operations and terminology. This includes the “delta pattern” which is a high pattern flown at 2,700 ft MSL over the field and will be used for holding or at other times when landing is not immediately desired. Aircraft in the delta pattern will maintain altitude and pattern ground track until cleared. The “downwind” pattern is a closed pattern flown at 1,700 ft MSL. “High closed” is a closed pattern flown at 2,200 ft MSL. Weather required for the “high-closed” pattern is 2,000 ft / 3 NM.

8.1.4.11. **(301FW)** Normal Straight-in. Enter the pattern via assigned clearance or the VFR entry points at 3000 ft MSL. For visual straight-in, fly appropriate altitude and ground track for the approach.

8.1.4.12. **(301FW)** Pattern Re-entry/Breakout. Pilots re-entering the pattern will climb to 1,200 ft MSL prior to crosswind turn, then climb to 2,200 ft MSL, and proceed to a 4 DME initial unless otherwise directed by tower.

8.1.4.13. **(301FW)** Simulated Flame Out Patterns. The NFW Simulated Flame Out (SFO) airspace includes 2.5 miles west, 0.5 miles east, and 3 miles north and south of NFW. The vertical dimensions extend up to maximum of 8,000 ft MSL. The 8,000 ft MSL High Key altitude is within the Class B airspace. Prior coordination with Regional Approach, Navy Ground Control Approach (GCA), or NASJRB Fort Worth Tower is required before climbing or descending into the 4,000 ft - 11,000 ft Class B block above the field. Straight in SFOs for training are not authorized at NFW.

8.1.4.13.1. **(301FW)** Weather minimums are 1,000 ft above requested High Key altitude and 5 miles in-flight visibility.

8.1.4.13.2. **(301FW)** The SFO is a 360 degree circular pattern with all turns flown to the west. If instructed to hold at High Key, pilots will maintain the pattern ground-track and energy for desired SFO parameters.

8.1.4.13.3. **(301FW)** SFOs at Lawton Municipal Airport. A letter of agreement with Lawton Muni authorizes 301 FW pilots to conduct SFO training. Reference the 457 FS Pilot Guide for SFO procedures at Lawton.

8.1.4.13.4. **(301FW)** SFOs at Robert Gray Army Air Field (AAF). A letter of agreement with Robert Gray AAF authorizes 301 FW pilots to conduct SFO training. Reference the 457 FS Pilot Guide for SFO procedures at Robert Gray.

8.1.4.14. **(301FW)** Local Hazards.

8.1.4.14.1. **(301FW)** The potential for mid-air collision is elevated due to the volume of aircraft in the area and the complex airspace structure. Pilots will use added caution for VFR traffic operating on a certified Visual Flight Rule flyway approx 5 miles west of the field extending north along the west shore of Eagle Mountain Lake between 1,500ft and 4,500ft. Aircraft operating in this flyway are not required to be in radio contact with NFW or Regional Approach.

8.1.4.14.2. **(301FW)** Meacham field operates a flight training school with training areas over Eagle Mountain Lake. These aircraft are often operated by student pilots.

8.1.4.14.3. **(301FW)** NFW Class D airspace: airspace extending from the surface up to and including 3,000 ft MSL within a 4.5 mile radius of NAS JRB Fort Worth TACAN with extensions north (4.9 miles) and south (4.8 miles) to protect localizer courses, excluding that airspace which is part of the Fort Worth Meacham Class D airspace.

8.1.4.14.4. **(301FW)** Taxiway Charlie East is a known area of FOD potential. 301 FW pilots will not utilize Charlie East unless thorough coordination between 457 FS operations and airfield operations has been completed.

8.1.4.15. **(301FW)** NASJRB Fort Worth Radio Communications. Navy controller radio terminology differs somewhat from Air Force terminology. A Navy "Glossary of Terms" is located in Attachment 2. 301 FW pilots will be familiar with Navy terminology.

8.1.4.16. **(301FW)** Alternate Mission Guidance. Air-to-Ground missions loaded with live ordnance will not accomplish alternate missions.

8.1.4.17. **(301FW)** Fuel Requirements. Divert fuel figures and recommended Instrument Flight Rules (IFR)/VFR bingo fuels are listed in the divert data chart of the 457 FS Pilot Guide.

8.1.4.18.1. **(301FW)** Pilots will plan to land towards a departure end barrier with up to a 10 knot tailwind maximum. Otherwise, land into a headwind regardless of the barrier configuration.

8.1.4.19.2. **(301FW)** When clear of the active runway, communicate land time to Ops.

8.1.4.19.2. **(301FW)** Once de-armed, taxi back as single ships.

Section 8E Weapons Deployment:

8.1.5.1. **(301FW)** Falcon Range Procedures. Reference the 457 FS Pilot Guide for range procedures and the Falcon Range website, for the latest range Notice To Airman (NOTAM)s and target restrictions. The Falcon Range website contains range data including Target Area and Airspace Maps, Target Coordinates, CAS Briefings, Threat Systems, Weapons and Laser Scoring, Range Regulations, Scheduling and Contact Information.

8.1.5.1.1. **VFR Arrivals.** Pilots will contact Sheppard Approach to navigate through the Sheppard MOA enroute to Falcon Range. Transition altitude is 14,500ft MSL.

8.1.5.1.2. **IFR Arrivals.** Coordinate with Sheppard Approach for hand-off to Fort Sill Approach for IFR descent to the minimum vectoring altitude. Expect vectors to the west of the Falcon Range restricted area.

8.1.5.1.3. **VFR Departures.** The standard range departure is a climbing left turn to depart the range at 14,500 ft MSL to avoid the Sheppard One MOA. Contact Sheppard Approach/Sheppard Area Monitor for traffic advisories. If unable to climb to 14,500 ft MSL due to weather, but a VFR departure is desired, depart the range at VFR hemispherical altitudes at or below 7,500 ft MSL.

8.1.5.1.4. **IFR Departures.** If unable to depart VFR, contact Ft. Sill Approach for an IFR pick-up. Anticipate delays in the coordination process.

8.1.5.2. **(301FW)** Simulated Weapons Employment. With expendable stores (bombs, external fuel tanks, TERs carted at the pylon, etc) loaded on the aircraft, simulated weapons will be loaded (zero quantity) in the Stores Management System only on empty or uncarted/unexpendable stations.

8.1.5.2.1. **EXCEPTION:** When loaded, captive Maverick missiles may be selected. The Master Arm switch will be confirmed in OFF or SIMULATE prior to the first attack. Do not conduct off-range simulated weapons employment with hung ordnance aboard the aircraft. Do not conduct off-range simulated weapons employment with live ordnance (to include simulated gun employment with a hot gun) aboard the aircraft. Simulated deliveries conducted outside of restricted ranges, MOAs and/or IR/VR routes are limited to level attacks.

8.1.5.3. **(301FW)** Air-to-Air. Local Air Combat Training is normally conducted in the Brownwood MOA. The Brownwood MOA is subsonic below Flight Level 300. Area description, restrictions, and frequencies are contained in the 457 FS Pilot Guide. The Brownwood MOA is bordered by high density arrival corridors into DFW International Airport. Strict adherence to MOA boundaries is crucial to avoid conflicts. Pilots will not exit the MOA

without approval from Fort Worth Center. Pilots will notify Fort Worth Center 5 minutes prior to exiting the Brownwood MOA to coordinate either VFR with flight following or an IFR recovery.

Section 8F—ABNORMAL PROCEDURES

8.1.6.1. **(301FW)** Single Frequency Approach (SFA). NFW does not have a published SFA. All emergency aircraft will utilize local UHF frequencies for Air Traffic Control (ATC) communications. The SOF will communicate with the emergency aircraft on the primary SOF VHF or flight VHF frequency.

8.1.6.2. **(301FW)** Controlled Jettison Procedures. Use all possible means to jettison ordnance/suspension equipment on a controlled range. Reference the 457 FS Pilot Guide for additional information and specific guidance.

8.1.6.3. **(301FW)** Controlled Bailout Area. Advise the SOF and Tower of your position and nature of emergency. Reference the 457 FS Pilot Guide for additional information and specific guidance.

8.1.6.4. **(301FW)** Hot Brakes. Aircraft with known or suspected hot brakes will notify Tower or Ground Control, remain in the Hot Brake area in either the north or south EOR and comply with the procedures in the 457 FS Pilot Guide.

8.1.6.5. **(301FW)** Emergency Power Unit (EPU) Activation. If the EPU has been activated in flight, notify air traffic control and utilize the Hydrazine areas at either the north or south EOR if able to clear the runway. If the EPU activates on the ground, stop the aircraft, notify ground control and declare a ground emergency. Follow guidance in the 457 FS Pilot Guide.

8.1.6.6. **(301FW)** Hung Training Ordnance. If standard methods to release on the range have failed, recover back to NFW, avoiding populated areas, to a straight-in with a chase aircraft. Notify the SOF and comply with AFI 11-2F-16, Vol 3 and the 457 FS Pilot Guide procedures.

8.1.6.7. **(301FW)** Gun Malfunction. If a gun malfunction occurs on range, safe the gun and do not attempt another firing. Terminate range events and follow gun malfunction procedures in the 457 FS Pilot Guide.

8.1.6.8. **(301FW)** Aircraft Departures (FDR 092) and/or Unusual Occurrences In-Flight. Regardless of the cause or magnitude of the event, pilots will adhere to the following guidance for an aircraft departure: Terminate all aircraft tactical maneuvering and Return to Base. Comply with -1 Flight Crew Checklist as applicable. Notify the SOF, declare an In Flight Emergency, if required, and fly a straight-in approach to a full stop. Notify maintenance and annotate the occurrence in the 781. Debrief the Operations Supervisor and save Removable Media Cartridge and Data Transfer Cartridge data for Wing Safety.

8.1.6.9. **(301FW)** Weather Recall and Divert. The SOF issues recall/divert through controlling agencies, contacting the flight on their inter-flight VHF, via the Gateway and, if necessary, on Guard. Flight leaders, if able, will acknowledge recall/divert instructions by contacting the SOF and relaying fuel status.

8.1.6.10. **(301FW)** Environmental Restrictions to Flight Operations. 301 FW flight training operations are not permitted when steady state surface winds (forecast or actual) in the training/operating area exceed 35 knots over land. If using over water areas, training operations

will not be permitted if the steady state winds exceed 25 knots or the sea state/wave height is 10 ft or greater. At the 301 OG/CC's discretion, these guidelines may be exceeded on a case-by-case basis, when operational conditions dictate.

8.1.6.11. **(301FW)** Search and Rescue Procedures. The flight lead will normally be designated as the on-scene commander and will attempt to establish communication with the downed pilot and assess the downed pilot's condition. The on-scene commander will mark the downed pilot's position, establish communication with command/control agencies, and relay the pilot's position and status. In no case will the on-scene commander, or any other flight member stay below established bingo fuel, unless a new bingo is set based on an alternate landing location.

8.1.6.12. **(301FW)** Out of Battery Arresting Gear. When the arresting gear is out of battery (tripped) the following actions shall be taken:

8.1.6.12.1. **(301FW)** Aircraft shall be informed immediately that the gear has been tripped and given the location. "CALL SIGN, RUNWAY 17/35 ARRESTING GEAR OUT OF BATTERY LOCATED 1250/1375 FEET FROM THE APPROACH END."

8.1.6.12.2. **(301FW)** Aircraft on short final (1 mile or less) when the gear is tripped will be given a wave-off and set up for another approach to the runway.

8.1.6.12.3. **(301FW)** Tower shall not issue a landing clearance when the gear is out of battery, but will allow aircraft to land at own risk provided there is no men/equipment on the runway. "CALL SIGN, LANDING BEYOND THE ARRESTING GEAR WILL BE AT YOUR OWN RISK, WIND...." If unclear about the Tower Controllers intentions or if time and gas is critical, query the controller and inform them that landing will be made at own risk.

RONALD B. MILLER, Brig Gen, USAFR
Commander

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

AFI 11-202V3/ACC1, *General Flight Rules*

AFI 11-209, *Air Force Participation in Aerial Events*

AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*

AFI 11-2F-16V3, F-16—*Operations Procedures*

AFI 11-418/301 FW Sup 1, *Operations Supervision*

AFI 13-212V3/301FWSUP, *Falcon Range, Weapons Ranges*

AFRCI 11-201, *Flight Operations*

DoD Flight Information Publications (FLIPS)

T.O. 1F-16C-1, *Flight Manual*

NAS JRB FORT WORTH INSTRUCTION 3710.1E – Air Operations Manual

Abbreviations and Acronyms

AAF—Army Air Field

AGSM—Anti-G Straining Maneuver

AGL—Above Ground Level

AMXS—

(301AMXS) —Maintenance

ATC—Air Traffic Control

BASH—Bird Aircraft Strike Hazard

DECEL—Deceleration

DFW—Dallas / Fort Worth Airport

DME—Distance Measuring Equipment

EOR—End of Runway

EPU—Emergency Power Unit

FCF—Functional Check Flight

FLIP—Flight Information Publication

FOD—Foreign Object Damage

GCA—Ground Control Approach

IAW—In Accordance With

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Condition

JRB—Joint Reserve Base

Letter of Xs—FS Letter of Certification

MOA—Military Operating Area

MSL—Mean Sea Level

NAS—Naval Air Station

NOTAM—Notice To Airman

ORM—Operational Risk Management

SEC—Secondary Engine Control

SFA—Single Frequency Approach

SFO—Simulated Flame Out

SOF—Supervisor of Flying

VFR—Visual Flight Rules

Adopted Forms

Air Force Form 847, *Recommendation for Change of Publication*

Terms—NAVY TERMS

BREAK LONG—Continue toward the upwind end and take interval on traffic reported by the tower. Tower may issue specific breaking point based on traffic, i.e. “upwind numbers, mid-field, __ mile upwind”, etc.).

CLOSED TRAFFIC—Standard Federal Aviation Agency (FAA) term to describe successive operations involving takeoffs, landings, or low approaches where the aircraft does not exit the traffic pattern. Not to be confused with USAF Closed Pattern.

HIGH CLOSED—Term used to describe traffic pattern typically used by USAF aircraft. USAF aircraft use the term to request an inside/high pattern (3/4 - 1 mile wide/2200 ft MSL).

DELTA/DELTA PATTERN—Racetrack holding pattern overhead the airfield at 2700 ft MSL in a clean configuration, right turns for RWY 17, left for RWY 35.

DOWNWIND—Traffic pattern leg at 1700’ MSL between 1 - 1/2 NM and 2 miles abeam the landing runway, 150 - 170 knots and gear down for successive approaches.

FCLP—Field Carrier Landing Practice. Simulated Aircraft Carrier Pattern.

PREVENTATIVE CONTROL—Preventative Control is different from other airport traffic control in that repetitious routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing. Most commonly used to issue landing clearance to formation flights.

RE—ENTER—Depart the pattern to the west and report inbound as directed by the tower. This term is normally used when the pattern is full and minimal delay is required before the tower can accept additional aircraft.

REPORT NUMBERS—Position over the active runway numbers jet aircraft may be required to report on an Overhead Approach. Term does not authorize break. After the pilot reports “Numbers”, the control tower will issue break instructions.

ROLL AND GO—Term used by non-fighter aircraft to indicate that a touch and go maneuver will use a longer portion of the runway.

TAXI TO YOUR LINE—Once clear of the runway, approval is granted to taxi to the established parking area via preferred taxi routes.

UPWIND NUMBERS—Runway numbers at the departure end of the runway. Used to specify break point for overhead approaches.