

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AIR FORCE INSTRUCTION 11-202,
VOLUME 3**



**22 OCTOBER 2010
AIR COMBAT COMMAND
Supplement
28 NOVEMBER 2012**

**Flying Operations
GENERAL FLIGHT RULES**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ AFFSA/A3OF

Certified by: HQ USAF/A3O-B
(Mr. Steven Pennington)

Pages: 137

Supersedes: AFI11-202V3, 5 April 06

(ACC)

OPR: HQ ACC/A3TV

Certified by: HQ ACC/A3
(Major General Charles W. Lyon)

Pages:50

Supersedes: AFI11-202V3_ACC, 27 Feb
2007

This instruction implements AFD 11-2, *Aircraft Rules and Procedures*, 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. Air Force Instruction (AFI) 11-2 Mission Design Series (MDS) Specific, Volume 3 instructions (e.g., AFI 11-2C-5, 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/A3OF (AJW31AF), Building 4, Room 124, 6500 South MacArthur Blvd, Oklahoma City, OK 73169, DSN 339-9637 or 339-9783. See Attachment 1 for a list of terms and abbreviations. 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. **Improvement Recommendations:** Use AF Form 847, *Recommendation for Change of Publication (Flight Publications)*, to recommend changes to this instruction IAW AFI 11-215, *Flight Manuals Program (FMP)*.

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(ACC) AFI 11-202V3, 22 October 2010, is supplemented as follows. This supplement also applies to members of CONUS-based foreign military flying training programs and their aircraft operating under ACC oversight. If guidance in this supplement conflicts with AFI 11-2 MDS-Specific, Volumes 3, and equivalent foreign instructions, the more restrictive guidance will be used unless otherwise noted. This supplement applies to Air Combat Command, Air Force Reserve Command (AFRC) and Air National Guard (ANG) units under ACC oversight. This publication applies to members of other commands, direct reporting units (DRUs) and field operating agencies (FOA) (assigned and attached) when performing crew duties in ACC aircraft or aircraft under ACC oversight. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records* and disposed of in accordance with the AF Records Disposition Schedule (RDS) located on the AF Portal at the Air Force Records Information Management System (AFRIMS) link. Contact supporting records managers as required for approval. Send comments and suggested improvements to this supplement on AF Form 847, *Recommendation for Change of Publication*, through channels, to HQ ACC/A3TV, 204 Dodd Blvd., Suite 133, Langley AFB VA 23665-2789.

SUMMARY OF CHANGES

This document has been substantially revised and must be thoroughly reviewed. Major changes include a change to the waiver authority and processes, paragraph renumbering, substantial reorganization of material, new attachments summarizing filing and IFR departure options and fuel planning procedures and requirements. Flying Major Commands (and associated responsibilities) are better defined, including Air Force Global Strike Command (AFGSC). Also included are revised Bird Watch Condition rules, IFR departure/destination/alternate minima, revised aircrew oxygen, crew rest, and medications requirements, revised RVR requirements, EFB and electronic publications guidance, paperless cockpit restrictions/processes, VFR and IFR departure rules and procedures, additional guidance on waivers and authorities, new definitions of numerous terms including: tactical operations, mountainous terrain, day, night, twilight, critical phases of flight, and numerous terms involving aircraft certification and Communications, Navigation Systems, and Air Traffic Management (CNS/ATM). Incorporated Dec 2008 FAA revised speed authorization memorandum. Incorporated guidance on Self-Contained Approach procedures. Incorporated numerous rules and procedures specific to Remotely Piloted Aircraft (RPA)/Unmanned Aerial System (UAS).

(ACC) This document has been revised to insert parentheses within the original document. These parenthetic statements specifies guidance applicability (i.e. '(AFRC only)' or '(N/A ANG)'). This revision inserts statements appropriately designating guidance applicability."

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Chapter 1

GENERAL INFORMATION

1.1. General.

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

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

1.1.2.1. Air Force-specific guidance, and

1.1.2.2. Title 14 Code of Federal Regulations (CFRs) (formerly the Federal Aviation Regulations), the Aeronautical Information Manual (AIM), and

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

1.1.3. This AFI provides necessarily broad guidance and cannot address every conceivable circumstance. PICs will use their orders and best judgment to safely conduct the flight.

1.1.4. Unmanned Aircraft System (UAS) or Remotely Piloted Aircraft (RPA) Applicability. With respect to compliance with flight rules, the USAF considers UAS/RPA to be no different than manned aircraft. Groups 4 and 5 RPA operations shall follow this AFI, while Groups 1-3 ("Small") UAS shall be governed by AFD 11-5, *Small Unmanned Aircraft Systems Rules, Procedures, and Service*, and its derivative instructions.

1.2. Compliance. The PIC will ensure compliance with this AFI and the following:

1.2.1. MAJCOM guidance and MDS-specific instructions, manuals and supplements.

1.2.2. The specific rules of each individual nation as published in Flight Information Publications (FLIP) planning documents and the Foreign Clearance Guide (FCG). Theater commanders must ensure the contents of FLIP accurately indicate the rules of each nation within their area of responsibility that differ from this instruction.

1.2.3. Procedures and special notices in FLIP, Notices to Airmen (NOTAMs), aircraft technical orders, Air Force directives, MAJCOM directives, and Air Traffic Control (ATC) instructions. (See Attachment 1 for related publications.)

1.2.4. Combatant Commander's Special Instructions (SPINS), theater operational procedures, Air Tasking Orders, Airspace Control Orders, Air Operations Center instructions, and other associated directives IAW the Air Component Commander's objectives.

1.3. Operational Prerogative of Military Aircraft. In international airspace, when operationally necessary, PIC's are authorized to conduct military flight operations with due regard for the safety of navigation of civil traffic in accordance with (IAW) FLIP GP "Operations and Firings over the High Seas." Except for pre-planned missions, PIC's shall consider such operations, in peacetime, as a flight rule deviation and will comply with the reporting requirements in paragraph 1.7. MAJCOMs may authorize tactical operations for training and to comply with paragraph 1.2.4.

1.4. MAJCOM Supplements and Command Relationships. The following restrictions apply to MAJCOM supplements and MDS Specific, Volume 3 instructions subordinate to this AFI.

1.4.1. MAJCOM guidance, in any form, unless specifically permitted, shall not be less restrictive than this instruction.

1.4.2. Items in this AFI delineating MAJCOM responsibilities will be addressed in a MAJCOM supplement, the lead command-authored AFI 11-2MDS Volume 3, *MDS Operations Procedures*, or other published MAJCOM guidance.

1.4.3. Lead and user MAJCOMs are not bound by, or authorized to operate under, the other's waivers or exemptions.

1.4.4. MAJCOM supplements to this instruction and MDS Specific, Volume 3 instructions must be coordinated through HQ AFFSA for USAF/A3O approval prior to publication IAW AFPD 11-2. Submit supplements for coordination to: HQ AFFSA/A3OF (AJW31AF), Building 4, Room 124, 6500 South MacArthur Blvd, Oklahoma City, OK 73169, (405) 739-9637, DSN 339-9637, email: hqaffsa.a3of@tinker.af.mil.

1.4.5. (**Added-ACC**) ACC units and units under ACC oversight will publish a local supplement to the AFI11-2MDS-Specific Volume 3. The local supplement will not be less restrictive than the source publications. Local supplements will be approved by the local Operations Group Commander (OG/CC), with a copy provided to the respective NAF/OV (MAJCOM for DRUs).

1.5. Title 14 CFR Exemptions and FAA Authorizations. MAJCOMs will obtain FAA exemptions or authorizations only through HQ USAF/A3O by contacting HQ AFFSA and following the waiver guidance below. MAJCOMs should submit their CFR Exemption requests a minimum of six months prior to execution for original requests and exemption renewals. EXCEPTION: IAW AFI 13-201, *Airspace Management*, waivers for airshow issues (speed, minimum safe altitudes, parachute jumping, etc.) should be submitted directly to the local Flight Standards District Office. Operations of UAS in the U.S. National Airspace System (NAS) outside of Warning and Restricted Areas require an FAA Certificate of Authorization or Waiver (COA), to be obtained by the user unit through their MAJCOM.

1.6. Waivers. HQ USAF/A3O will provide waivers to this instruction only upon an official MAJCOM request when an essential requirement makes a waiver necessary or compliance with a flight rule creates a hazard.

1.6.1. **Waiver Process.** HQ USAF/A3O will provide only written waivers with an expiration date. Revisions to this AFI do not automatically invalidate current waivers with respect to paragraph numbering, etc. Upon publication of a revision, HQ AFFSA shall coordinate with each MAJCOM to convert, rescind, or issue new waivers (when appropriate) resulting from revisions to this AFI. Units requiring a waiver to this AFI will follow this procedure:

1.6.1. (**ACC**) **Waiver Process.** Units will submit all waiver requests to HQ ACC/A3T (AFRC to HQ AFRC/A3V, ANG to NGB/A3T) for forwarding to HQ AFFSA. MAJCOM will provide waivers in message format following the same procedures required in paragraph **1.6.1** Units OPCON to a COCOM will request waivers from HQ ACC/A3T through the COMAFFOR.

1.6.1.1. Units will forward their written request for a waiver to this instruction through their chain of command to the MAJCOM/A3. The unit's detailed waiver request must clearly delineate if a FAA exemption is required, the operational requirement for the waiver and risk mitigation measures to be undertaken during operations under the waiver.

1.6.1.2. MAJCOMs will review the request. If approved, the MAJCOM/A3 will endorse the request and forward it in memo or message format to HQ USAF/A3O, with a copy to HQ AFFSA/A3O, at least 30 days prior to the waiver requirement (if waiver also requires FAA exemption, see paragraph 1.5). Submit waiver requests to: afa3o.workflow@pentagon.af.mil (copy to: hqaffsa.a3of@tinker.af.mil). If approved, HQ USAF/A3O will send an approved waiver memo to the MAJCOM/A3. HQ USAF/A3O will review and respond in writing to all MAJCOM waiver requests.

1.6.1.3. MAJCOMs shall track the currency of all approved waivers to ensure renewals, if required, are validated and then requested using the process above at least 15 days prior to the expiration date. HQ AFFSA retains renewal authority for existing waivers. Renewals should be requested by the MAJCOM Stan/Eval function.

1.6.2. MAJCOM Commander Waiver Authority.

1.6.2.1. MAJCOM commanders may unilaterally authorize any deviation from air traffic rules (this instruction, the CFRs, etc.), without prior approval from HQ USAF/A3O or the FAA, if doing so is "essential to the defense of the United States" because of a military emergency or an urgent military necessity, and there is no time to obtain prior approval from HQ USAF/A3O or the FAA. Time permitting, the MAJCOM will notify HQ USAF/A3O (copy to HQ AFFSA) and the FAA (through HQ AFFSA) of its military intentions prior to deviating from the flight rules. MAJCOM commanders will notify HQ USAF/A3O within 72 hours of authorizing any waiver or deviation following the process in paragraph 1.6.1.2. Notification must include details of the waiver action to include expected date of return to normal operations.

1.6.2.2. The MAJCOM/A3 is the waiver authority for operational procedure requirements in the MAJCOM supplement to this instruction and in the appropriate MDS Specific, Volume 3. Further delegation of waiver authority is at MAJCOM discretion and will be addressed in the relevant instruction.

1.6.2.2. (ACC) HQ ACC/A3 delegates MDS-Vol 3 waiver authority to the COMAFFOR for forces under the operational control of a COCOM. Further delegation of waiver authority is at MAJCOM discretion and will be addressed in the relevant instruction.

1.6.2.3. For the purposes of this instruction, flying MAJCOMS are: ACC, AETC, AFGSC, AFMC, AFRC, AFSPC, AFSOC, AMC, NGB, PACAF and USAFE. COMMAFFORs in the grade of O-9 or O-10 in Combatant Commands are considered MAJCOM commanders only for forces under their operational control.

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

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

1.7.2. **Post-Flight Actions.** The following post-flight actions shall be taken in the event of a deviation from a flight rule and/or when given traffic priority by ATC in an emergency:

1.7.2.1. 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.

1.7.2.2. The unit will keep a copy of that record for a minimum of 1 year from the date of the incident and be prepared to provide that record to the appropriate investigating authority.

1.8. Violations. A violation may result when a USAF aircraft deviates from flight rules. FAA ATC facility deviation reports involving a USAF aircraft are processed IAW AFI 13-201. Air Force air traffic control facility 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 handled IAW the procedures of that nation.

1.8.1. The names of the crew will not be released to non-USAF agencies without the permission of the Air Force Representative to the FAA (AFREP), in coordination with MAJCOM/A3s or HQ USAF/A3O.

1.8.2. **(Added-ACC)** N/A AFRC. Forward investigation results to HQ ACC/A3A IAW AFI 13-201, Air Force Airspace Management.

1.9. Dimensional Units. Visibility distances are in statute miles (SM). All other distances referred to in this instruction are in nautical miles (NM) unless otherwise specified.

Chapter 2

PREFLIGHT REQUIREMENTS

2.1. Preflight Planning. Before takeoff, the PIC will ensure the entire mission is planned to its final destination in the greatest detail possible for each leg of the flight. For multi-leg flights, before each departure, the PIC will obtain the latest weather and NOTAM information available for the departure airfield, intended route, destination and alternate. The PIC will ensure aircrew members know the appropriate procedures and have applicable information available to them for the intended operation. These shall include, but are not limited to:

2.1.1. Appropriate sections of the aircraft technical order (T.O.).

2.1.2. NOTAMs (including Global Positioning Satellite (GPS) NOTAMs, and navigation database NOTAMS (e.g. Jeppesen NAVDATA), if applicable) and Temporary Flight Restrictions (TFRs).

2.1.3. FLIP including appropriate sectional aeronautical charts, oceanic plotting charts or Portable Flight Planning System (PFPS)/Falcon View charts with FAA/ICAO airspace displayed for flight under Visual Flight Rules (VFR).

2.1.3.1. **(Added-ACC)** Aircrew members flying under VFR or inside MTRs in CONUS will supplement existing mission planning materials (e.g. CHUM, FLIP AP/1B, etc.) with either:

2.1.3.1.1. **(Added-ACC)** PFPS/Falcon View/JMPS/Zeus with the following overlay options selected: airports/heliports, airspace boundaries, airways, MTR, parachute jump and SUA boundaries; or

2.1.3.1.2. **(Added-ACC)** Sectional aeronautical charts. (Use of sectional aeronautical charts in flight is not required)

2.1.3.2. **(Added-ACC)** Low level charts and route books used during flight will be annotated with location, dimensions and applicable Air Traffic Control frequencies of class B/C/D airspace, civil/military airfields and other potential high-density traffic areas (e.g., parachute activity areas and ultra light/hang glider/glider sites, etc.) within 5 NM of any planned VFR route or MTR lateral boundary. Applicable airfield approach control frequencies in the vicinity of class B, C and D airspace will be annotated and briefed on all such flights. In addition, annotate and brief the intersection of other VR/IR routes (if applicable) and any other possible areas of conflict.

2.1.3.3. **(Added-ACC)** Aircrew members flying outside CONUS will follow gaining MAJCOM, theater or host-nation guidance on mission planning. If no gaining MAJCOM, theater or host nation guidance exists, use the best charts or Falcon View overlay options available to accomplish the requirements of paragraph **2.1.3.2 (Added)**.

2.1.4. Airfield Suitability and Restrictions Report (ASRR) including Supplemental Theater Information File (STIF), Special Departure Procedure (SDP) information and approved private vendor flight publications information IAW paragraph 2.2.

2.1.5. Alternatives available if the flight cannot be completed as planned.

- 2.1.6. Departure, en route, destination, and alternate weather observations and forecasts.
- 2.1.7. Fuel requirements.
- 2.1.8. Minimum safe altitudes and terrain type for the planned route and terminal areas.
- 2.1.9. Takeoff and landing limitations, including low-visibility operations.
 - 2.1.9.1. **(Added-ACC)** For all ACC Fighter/Attack/Companion Trainer Program (CTP) aircraft or Fighter/Attack/CTP aircraft under ACC oversight, the following apply:
 - 2.1.9.1.1. **(Added-ACC)** Additional weather minimums in **Table 8.3 (Added)** of this supplement apply.
 - 2.1.9.1.2. **(Added-ACC)** Minimum runway width for takeoff and landing is 74 feet.
 - 2.1.9.1.3. **(Added-ACC)** Tail hook equipped aircraft will takeoff towards a compatible arresting system when the minimum go or continuation speed exceeds maximum abort speed for dual-engine aircraft or takeoff speed exceeds refusal speed for single-engine aircraft.
 - 2.1.9.1.4. **(Added-ACC)** Rolling takeoffs are authorized if specified in the flight manual or approved by the OG/CC. If authorized and rolling takeoff procedures are not specified in the flight manual, units will establish procedures for rolling takeoffs and include them in the local supplement to the AFI 11-2 MDS-Specific Volume 3.
 - 2.1.9.1.5. **(Added-ACC)** Except in an emergency, ACC Fighter/Attack/CTP aircraft or Fighter/Attack/CTP aircraft under ACC oversight will not land at a preplanned destination when computed landing roll (to include wet, icy or tailwind conditions) exceeds 80% of the available runway, regardless of arresting gear availability. The OG/CC or deployed equivalent must approve all exceptions. For ANG units, the air operations officer, OG/CC or higher is the approving authority.
 - 2.1.9.1.6. **(Added-ACC)** Tail hook-equipped aircraft landing at preplanned destinations or preplanned alternate airfields with less than 8,000 feet of runway length and without a compatible arresting gear (defined as any cable/arresting gear on the departure end or in the overrun capable of stopping the aircraft), requires specific approval of the OG/CC. For ANG, approval authority is the air operations officer, OG/CC or higher. For ACC Air Operations Squadron (AOS) missions, the approval authority is the ACC AOS Commander.
 - 2.1.9.1.7. **(Added-ACC)** Aircraft taking off or landing over an approach-end cable reported as slack or loose require specific approval of the OG/CC.
 - 2.1.10. AFI 11-2MDS-Specific, Volume 3, *MDS Operations Procedures*.
 - 2.1.11. Applicable MAJCOM mission-specific guidance (e.g. FCIF and FCBs).
 - 2.1.12. Spatial Disorientation and Alertness management strategies IAW Chapter 9 and MAJCOM guidance.
 - 2.1.12. **(ACC)** Spatial Disorientation guidance is IAW AFMAN 11-217V1 and V3.
 - 2.1.13. Bird advisories and hazard information. See also paragraph 5.26.

2.1.14. Receiver Autonomous Integrity Monitoring (RAIM) if any portion of the flight is to be conducted using GPS as primary source of navigation. See also paragraph 2.16.

2.1.15. **(Added-ACC) Approved Software.** Approved flight planning software is listed on the Mission Planning Central (MPC) Website (accessible via the AF Portal). If internet access is not available, contact HQ ACC/A8SM for MDS-approved flight planning software information. Suggestions, improvements, changes or modifications to centrally managed ACC software should be submitted to the respective technical focal points of contact as outlined in AFI 33-114, *Software Management*.

2.1.16. **(Added-ACC)** For aircraft without tail hooks, runway and taxiway requirements are contained in **Table 2.1 (Added)** or IAW AFI 11-2 MDS-Specific Volume 3.

Table 2.1. (Added-ACC) Airfield Parameters.

AIRCRAFT	MINIMUM RUNWAY LENGTH (excluding overrun)	MINIMUM RUNWAY WIDTH	MINIMUM TAXIWAY WIDTH
B-1	10,000'	148'	75'
E-8	7,000'	135'	75'
A/OA-10	5,000'	75'	50'
OC/RC/TC/WC-135	8,000'	147'	74'
Waiver Authority: OG level commander or higher, unless specified in AFI 11-2 MDS-Specific Volume 3 For ANG: The Air Operations Officer, OG/CC or higher			

2.2. Airfield Suitability.

2.2.1. Each MAJCOM will establish MDS-specific guidance on how aircrews, mission planners and other personnel will access, use and employ ASRR/STIF, SDP and Jeppesen Military Chart Service information.

2.2.1.1. **(Added-ACC)** ACC aircraft or aircraft under ACC oversight that are specifically mentioned by MDS in the ASRR will follow guidance contained in these documents. All aircraft will comply with non aircraft-specific restrictions (e.g., "day only"). Waivers to restrictions contained in the ASRR require submission through HQ ACC/A3TV (or appropriate functional office) and approval of HQ ACC/A3. For AFRC units, submit waiver requests through HQ AFRC/A3V for approval by HQ AFRC/A3. For ANG units, submit waiver requests for approval to NGB/A3T. Reference paragraph **8.4.5.1** of this supplement for approval and use of non- DoD/NOAA procedures. **Exception:** HC-130/HH-60 Crews using NVG procedures may operate at night at airfields that are otherwise restricted to daylight only operations.

2.2.1.2. **(Added-ACC)** The Giant Report is available on the Global Decision Support System (GDSS2) via individual username and password access. Units will establish a unit account management program to ensure appropriate crewmembers have access. Units desiring hard copy can download the file and print locally. Since this document is updated on a daily basis, units will verify planning data from the web site before use. Units are cautioned to include any ACC Supplemental Theater Information File (STIF) data when reviewing accessed airfield information through the ASRR.

2.2.1.3. **(Added-ACC)** Crews will access www.jeppesen.com to review all airfield qualification program information for unfamiliar airfields or airfields they have not operated from within a 1-year timeframe. Crews will review and comply with all Q-code restrictions. If the airfield is not listed in the airfield qualification program, review all applicable DoD approach and FLIP information about the field. If the airfield is listed but internet access is not available at your site, make every effort to gain the information from another source, or pursue waivers as applicable in the ASRR.

2.2.1.4. **(Added-ACC)** Units requiring airfield information not available at the Jeppesen website, forward requests through HQ ACC/A3TV (AFRC/A3V) to HQ AFFSA.

2.2.2. SDP and Jeppesen Military Chart Service (or other approved private vendor) information are available at commercial websites. The MAJCOM Standardization and Evaluation office may obtain usernames and passwords from HQ AFFSA/A3OF. Contact AMC Airfield Suitability office (DSN 779-3112 or airfield.helpdesk@amc.af.mil) for access to the ASRR.

2.2.2.1. **(Added-ACC)** Unit OGVs or squadron representatives will request individual usernames and passwords for website access to www.jeppesen.com.

2.3. Publications. Operational commanders are responsible for providing their crews with access to appropriate flight publications. Aircrew members shall not be provided with, nor use, any publication in-flight which is out of date, incomplete, illegible or contains unfamiliar procedures or a language barrier.

2.3.1. The PIC will ensure current copies (electronic and/or paper) of the appropriate FLIP en route supplement, en route, oceanic plotting and/or terrain charts, Flight Information Handbook, and appropriate arrival, approach and departure procedures are on board the aircraft or immediately available in the UAS control station. If an electronic navigation system database is used, the PIC will ensure it is current. For Electronic Flight Bag (EFB) and paperless cockpit restrictions, see paragraph 2.17.

2.3.2. Printed forms, charts or terminal procedures, used for en route or off-station navigation, must be printed in the original scale and in color (if appropriate), and be current with the latest Digital Aeronautical Information File (DAFIF) and Electronic Chart Update Manual (ECHUM). MAJCOMs may permit additional chart configurations to meet mission-specific needs.

2.3.3. Aircrews will obtain FLIP and aeronautical navigation data (including charts) only from US Government sources. National Geospatial-Intelligence Agency (NGA) data may be obtained at <https://www.extranet.nga.mil>. US Government Terminal Procedures Publications (approach, departure charts and airfield diagrams, etc.) and an Aeronautical

Chart Users Guide are available at: <http://www.naco.faa.gov>. See paragraph 8.4.5. for non-US Government procedure use rules.

2.4. Fuel Requirements. The PIC will ensure sufficient fuel is available on board the aircraft to comply with the requirements of this instruction and safely conduct the flight. PICs shall use MAJCOM-approved fuel-efficiency techniques and procedures to the maximum extent practical. Before takeoff or immediately after in-flight refueling, the aircraft must have enough usable fuel aboard to complete the flight:

2.4.1. To a final landing, either at the destination airport or alternate airport (if one is required), plus the fuel reserves.

2.4.2. To or 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.

2.4.3. **Alternate Airport Required.** When an alternate is required, the weather conditions at the original destination govern the preflight fuel computation.

2.4.3.1. Fuel required for an approach and missed approach must be included in the total flight plan fuel if visibility-only weather criteria (paragraph 8.6.3.2.) is used to determine the suitability of the original destination.

2.4.3.2. Fuel required for an approach and missed approach is not required if the ceiling and visibility criteria is used to determine the suitability of the original destination.

2.4.4. **Fuel Reserve.** The PIC must 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. Compute fuel reserves using MAJCOM-defined consumption rates for normal cruising speeds or the following:

2.4.4.1. For reciprocating engine aircraft and helicopters, use fuel consumption rates for normal cruising altitudes.

2.4.4.2. For turbine-powered aircraft use fuel consumption rates that provide maximum endurance at 10,000 ft. Mean Sea Level (MSL).

2.4.4.3. 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 for computing fuel reserve.

2.4.5. **Extended Operations (ETOPS).** In the absence of MDS-specific guidance, PICs of USAF multi-engine aircraft operated for extended periods over large bodies of water (outside gliding distance to a suitable landing site) or desolate land areas shall, during preflight planning, calculate and plot on the appropriate navigational chart, an Equal Time Point (ETP) to a suitable alternate for that mission leg, and specifically plan contingency fuel requirements (e.g.: engine-out depressurized flight at an appropriate altitude from ETP to the suitable landing site).

2.4.6. **Minimum/Emergency Fuel Advisory.** Pilots will declare minimum/emergency fuel to the appropriate controlling agency when in their judgment the aircraft may land at the intended destination with less than the minimum/emergency fuel reserve.

2.5. Flight Logs. When required by the MAJCOM, PIC's will ensure the flight log documents appropriate air navigation, oceanic crossing, and fuel planning information. The lead command will approve flight-planning software to meet MDS training and operational requirements. Approved flight logs include: AF Form 70, *Pilot's Flight Plan and Flight Log*, Navigator's flight log, a MAJCOM-approved computer-generated flight log or form, or flight planning computations annotated on a navigation chart.

2.5. (ACC)Flight Logs. All flights require flight logs except for active air defense scrambles, operational search and rescue missions, and AT-38/QF-X aircraft.

2.5.1. **(Added-ACC)** The following flight logs are authorized:

2.5.1.1. **(Added-ACC)** Navigation chart and/or mission flight plan identifying the route of flight from takeoff to landing and containing all the information that would normally be on the AF IMT 70.

2.5.1.2. **(Added-ACC)** C/EC/HC-130 crews may continue to use AMC or unit navigator forms with HQ ACC/A3T approval.

2.5.1.3. **(Added-ACC)** RQ-4 pilots may use the Air Force Mission Support System (AFMSS) computer-generated mission flight plan log.

2.6. Weather. For authorized weather sources, refer to AFH 11-203V2, *Weather for Aircrews*, the Flight Information Handbook (FIH) or use a published MAJCOM-approved source. If unable to obtain weather information, pilots may fly in VMC to a point where contact may be established with an authorized weather source.

2.6.1. **(Added-ACC)** When requesting a written weather briefing use DD Form 175-1, *Flight Weather Briefing*; or any locally-approved mission execution forecast briefing form.

2.6.2. **(Added-ACC)** When military weather services are unavailable, pilots may call the applicable Operational Weather Squadron (OWS) (see Flight Information Handbook for contact number), their home station or use any FAA approved weather system or service, (e.g., DUATS or the NOAA Aviation Weather site).

2.6.3. **(Added-ACC)** N/A AFRC/ANG. The PIC will document the source of the weather information and the time of receipt in either the weather block of the DD Form 175, Military Flight Plan, or in the remarks section of the flight plan filed.

2.6.4. **(Added-ACC)** When requested, aircrews will provide weather units with a post-mission debrief describing weather conditions encountered, accuracy of forecasts and impact of the weather and weather forecasts on mission effectiveness. Mission debriefs may be conducted in person, telephonically, electronically or in writing as defined in local operating instructions. Direct weather debriefs towards the weather unit that provided the initial weather briefing.

2.7. Briefings. Prior to flight, the PIC must ensure each crewmember and passenger is briefed on items affecting safety or mission completion. At a minimum, briefings will include:

2.7.1. Emergency procedures.

2.7.2. Aircrew and Passenger flight equipment/systems usage information (see para. 6.2.).

2.7.3. Safety precautions and restrictions (including electronic device prohibitions).

2.7.3.1. **(Added-ACC)** In order to increase awareness on potential conflicts with other aircraft, aircrews will brief the following special subject on every sortie: Radar/visual search responsibilities for departure, en route, recovery and high density traffic areas; and mid-air collision avoidance (from other military aircraft and/or civilian aircraft).

2.7.4. Special procedures and instructions for use during training, formation, or operational missions.

2.8. Printed Information Guides. Lead commands will supplement verbal briefings with printed information guides for passenger use according to DoD 4515.13-R on all aircraft designated as passenger-carrying. Printed guides do not substitute for verbal briefings. MAJCOMs may exempt aircraft from this requirement if the printed guides create a safety hazard.

2.9. Electronic Devices. The PIC will prohibit the use of any device suspected of creating interference with any system on the aircraft. Devices that transmit through an antenna are prohibited from use during all phases of flight except as noted below. For the purposes of this AFI, characteristics of “portable” devices include items that: cannot be installed as standard equipment, are carried/loaded onto the aircraft prior to flight, are removed after the flight is completed, and the extent of the electrical interface with the aircraft is at most electrical power and a data interface port (such as RJ-45). Lead or user MAJCOMs shall ensure that required testing is conducted IAW MIL-STD 464 and MIL HANDBOOK 516. The following prohibitions apply to each passenger and crewmember aboard a USAF aircraft or UAS control station:

2.9. (ACC)Electronic Devices. Use of Portable GPS units (PGUs) and/or laptop computers will be IAW AFI 11-202V3, this supplement, and ASC/ENAE PGU and laptop computer certification memorandums. Only the PGUs and laptop computers listed on the ASC/ENAE certification memorandum are authorized for use. The ASC/ENAE testing and certification letters are available to view on the HQ ACC/A3TV website. **NOTE:** PGUs, laptop computers or any combination thereof, that require aircraft power and/or an aircraft data source to operate are prohibited unless approved IAW the aircraft modification (AF Form 1067, *Modification Proposal*) process.

2.9.1. **Cellular Phones.** The PIC will ensure that cellular phones, pagers, wireless internet capable devices and similar cell phone technology devices are turned off and stowed from the time the aircraft leaves its parking spot for departure until clear of the runway after landing.

2.9.2. **Medical Equipment.** Normally, only medical equipment referenced in the aircraft flight manual or AFI 11-2MDS series is permitted. The 77 AESG/TFL Aeromedical Test Branch is responsible for certifying medical equipment for flight from both aircraft and patient safety standpoints. Their contact information is as follows: 77 AESG/TFL, 7980 Lindberg Landing, Brooks-City Base TX 78235-5104, DSN 240-1187.

2.9.3. **Portable Non-transmitting Devices Authorized Anytime.** The following devices that do not transmit a signal through an antenna may be used at any time: hearing aids, heart pacemakers, watches, hand-held calculators, electric shavers, and equipment certified IAW paragraph 2.9.6. Personal camera use is prohibited during solo flight.

2.9.4. **Instrument Meteorological Conditions (IMC).** The following conditions apply to the use of electronic devices other than cellular phones during flight in IMC:

2.9.4.1. **Portable Transmitting Devices.** Portable transmitting devices such as hand-held radios and satellite phones not certified as part of the aircraft equipment shall not be operated at any time when in IMC.

2.9.4.2. **Portable Non-transmitting Devices above 10,000 ft. Above Ground Level (AGL).** The PIC may authorize the use of: audio-visual recorders, digital cameras, computers and their peripherals, electronic entertainment devices, and antenna-connected receivers.

2.9.4.3. **Portable Non-Transmitting Devices below 10,000 ft. AGL.** All devices that do not transmit through an antenna may be operated below 10,000 foot AGL when in IMC only when they have been certified as safe-to-fly IAW 2.9.6. The responsible AFMC aircraft program office must authorize the use of devices under this paragraph through the AF Form 1067 submittal process for flight authorization.

2.9.5. **Visual Meteorological Conditions (VMC).** MAJCOMs may approve the use of portable transmitting devices (other than cell phones) such as hand-held radios and satellite phones during flights in VMC if there is a valid operational need that cannot be met by any other means. MAJCOMs shall ensure that testing is conducted IAW MIL-STD 464 and MIL HANDBOOK 516 and will advise HQ AFFSA/A3O of any authorization provided under this paragraph. During VMC flight (other than takeoff or landing) the PIC may authorize the use of the following non-transmitting devices: audio-visual recorders, digital cameras, computers and their peripherals, electronic entertainment devices, and antenna-connected receivers.

2.9.6. **Testing Requirements.** Devices that are not authorized for flight in the above paragraphs must be tested in accordance with MIL-STD-461F, "Requirements for the Control of Electromagnetic Interference Characteristics of Subsystems and Equipment," to determine their suitability for use in flight. Technical guidance, advice on testing capabilities, and assessment of test results are the responsibility ASC/ENAD, 2530 Loop Road West, Wright-Patterson AFB OH 45433-7101, DSN 785-8928 or 785-2860, email: afi11-202.emi.cert@wpafb.af.mil. ASC/ENAD maintains a General Certification Letter that lists devices of general interest that have been evaluated for flight. This letter is available at: <https://afkm.wpafb.af.mil/ASPs/CoP/EntryCoP.asp?Filter=OO-EN-AS-14>

2.10. International Destinations. The PIC will comply with international procedures in FLIP GP, Area Planning (AP), and the FCG. See paragraph 2.16 and AFMAN 11-217, Volume 3, for supplemental information on oceanic flight.

2.10.1. The PIC shall enhance pre- and post-flight aircraft checks on all flights with a destination other than the country of departure. Checks will include the manifest of all personnel, cargo and likely areas aboard the aircraft where drugs, contraband, stowaways or other illegal substances may be concealed.

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

2.11. 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. For all other areas of operation, use a 500 ft surface elevation change over a ½ NM distance to define the location of mountainous terrain.

2.12. Hazardous Cargo. The PIC must ensure compliance with AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*.

2.13. Transport of Drugs. The PIC will not allow the transport of narcotics, marijuana, controlled substances or other dangerous drugs on USAF aircraft unless such transport has been pre-approved by a US Military, Federal, or State authority.

2.14. Foreign Object Damage (FOD) Hazards. MAJCOMs will provide guidance for aircrew and passengers to ensure the wearing of jewelry (or other personal accoutrements) aboard the aircraft, in a UAS control station and on the flight line do not create a FOD hazard.

2.14. (ACC) Foreign Object Damage (FOD) Hazards. Unless precluded by MDS Specific Volume 3 instructions, crewmembers and passengers may wear wigs, hairpieces, ornaments, barrettes, pins, clips, or other hair fasteners, on the flight line and may continue to wear such items when in the aircraft. No earrings will be worn on the flight line and in the aircraft (If wear of any devices previously mentioned interferes with the form, fit, or function of flight equipment, these devices will be removed). PIC will brief crewmembers and passengers on the potential of these items creating a FOD hazard. The PIC may restrict crewmembers and passengers from wearing any of these items if the PIC believes a FOD hazard exists.

2.14.1. **(Added-ACC)** Crewmembers will secure restricted area badges to the uniform or to their person to prevent possible FOD hazards while preflighting and operating aircraft.

2.15. Equipment Required for Flight. USAF aircraft cockpits and RPA control stations must always provide full-time attitude, altitude, and airspeed information and the capability to recognize, confirm, and recover from unusual attitudes in all pilot positions.

2.15.1. **Flight Instrumentation.** Lead commands will define display requirements for aircraft not certified or authorized for instrument flight. Displays must always be positioned and arranged in a manner to enable an effective crosscheck. UAS ground stations must provide the pilot equivalent information appropriate to the system's autonomy. HQ USAF/A3O is the final authority and must endorse electronic and single medium displays and standby or emergency instruments as a Primary Flight Reference (PFR) before the instruments are used as a stand-alone reference for instrument flight. HQ AFFSA must evaluate any changes to cockpit instrumentation. The following instrumentation must always be displayed to the pilot (and illuminated during night operations) in USAF cockpits and UAS ground stations:

2.15.1. **(ACC) Flight Instrumentation.** N/A AFRC/ANG. Aircraft equipped with an attitude indicator system which has two primary or a primary and standby (or backup) mode will have both modes/systems operational for night and IMC flights. For any instrument that presents both analog and digital information, either presentation is acceptable at the PICs discretion. In aircraft with tandem cockpits, the flight instruments must be operative in both cockpits during night/IMC flights, when both cockpits are occupied by aircrew performing crew duties. Do not accept aircraft from factories, modification centers or depots unless all flight instruments are installed and operative.

2.15.1.1. Climb/Dive Angle (or pitch and vertical velocity)

2.15.1.2. Bank Angle

2.15.1.3. Barometric Altitude

2.15.1.4. Indicated or Calibrated Airspeed

2.15.1.5. Prominent Horizon Reference

2.15.1.6. Heading

2.15.1.7. Appropriate fault indications (off flags) for instruments, PFRs and UAS lost communication links must be operative.

2.15.2. Instrument Meteorological Conditions (IMC). Flights in IMC also require operational: pitot heat, anti-icing and/or de-icing equipment designed to cope with the type and severity of known or forecast icing conditions. Such equipment is not required for brief exposures when climbing or descending to an operating altitude above or below the icing condition.

2.15.3. Night Flight. (N/A for UAS operations) In addition to the requirements of paragraphs 5.12. and 5.20., a pilot must not operate an aircraft at night unless it is equipped with cockpit lighting sufficient to allow crewmembers to view required instrument panels, controls, and read required charts, FLIP, instrument approach plates and other navigation materials. Each crewmember must have an operable flashlight.

2.15.3.1. 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 light and moon data. See glossary for definitions of night and civil twilight.

2.15.4. Remotely Piloted Aircraft (RPA) Equipment Requirements. RPAs must meet equipment requirements for the class of airspace for which they intend to operate. If not suitably equipped, the RPA may only be flown in appropriate special-use airspace or under the provisions of a COA.

2.15.5. (Added-ACC) IFF/SIF Requirements. All flights require ground station check of Mode 3 IFF/SIF equipment prior to takeoff. Aircraft equipped with an IFF self-test capability are exempt from the ground station check if the self-test feature indicates normal system operation. However, suspected IFF/SIF equipment malfunctions require a ground station check. Ground check of the Mode 3 is not required on stopover flights when the IFF/SIF was operational on the previous flight.

2.15.5.1. **(Added-ACC)** If interrogation facilities or radar facilities do not permit ground station checks, takeoff may be made if the IFF/SIF was operational on the previous mission.

2.15.5.2. **(Added-ACC)** Single aircraft may take off with IFF/SIF equipment known to be inoperative, provided the following conditions are met and every effort has been made to repair the equipment:

2.15.5.2.1. **(Added-ACC)** Notify the squadron operations officer or designated representative and obtain flight approval.

2.15.5.2.2. **(Added-ACC)** The flight is in day VMC.

2.15.5.2.3. **(Added-ACC)** Contact the nearest Flight Service Station or ATC facility and advise them that you require flight with an inoperative transponder. They will coordinate with the applicable ARTCC.

2.15.5.3. **(Added-ACC)** In flights of two or more aircraft, takeoff may be made if an operational IFF is available for each flight of two aircraft or each element of a formation. IAW paragraph 5.6.1. of the basic instruction, nonstandard formation flight may not be possible with inoperative IFFs.

2.15.6. **(Added-ACC) Mode 4.** Aircrews will ensure that they have an operable Mode 4 IFF/SIF prior to deployments outside of CONUS and missions (ATO, ACO, OPORD, contingency/exercise tasking) where safe passage procedures are implemented. ACC units and units under ACC oversight will perform operational ground Mode 4 checks before these sorties and any other requiring an operational Mode 4.

2.15.6.1. **(Added-ACC)** Aircrews should solicit inflight Mode 4 checks from any available means during each sortie (e.g., AWACS, GTACS, F-15, F-22, F-35, AIFF F-16 or NORAD through the appropriate Sector Operations Center) and will debrief maintenance on any unsuccessful interrogation of the Mode 4. Air and ground C2 units (NORAD, AWACS and GTACS) will conduct appropriate Mode 4 checks and report system status to interrogated aircraft.

2.15.6.1.1. **(Added-ACC)** ANG/AFRC units are not required to key and operate the Mode 4 for flights beginning and ending at times other than normal duty hours.

2.15.6.1.2. **(Added-ACC)** E-4 aircraft and air defense aircraft on alert will comply with Mode 4 procedures outlined in North American Aerospace Defense Command Instruction (NI) 10-15, Identification of Air Traffic.

2.15.6.1.3. **(Added-ACC)** OC-135, Open Skies aircraft are exempt from keying the Mode 4 and will not carry classified material when performing Open Skies related training or operational missions.

2.16. Communications, Navigation and Surveillance/Air Traffic Management (CNS/ATM) Systems and Procedures. For flights that operate under instrument flight rules (IFR), the aircraft must have a two-way radio and navigation equipment compatible with the airspace where the operations occur. IAW AFD 63-13, *CNS/ATM and Navigation Safety Performance for USAF Aircraft*, CNS/ATM and navigation safety systems integrated on USAF aircraft must provide an equivalent level of performance and safety to civil standards. The lead MAJCOM and system developer ensures the aircraft is properly certified and operationally approved before use.

2.16.1. **Certification.** The term “properly certified” indicates that performance of the aircraft systems has been assessed IAW AFI 63-1301, *Assurance of CNS/ATM and Navigation Safety Performance*, to ensure compliance with paragraph 2.15. and this section. Civil standards may be obtained from the HQ AFFSA/A3ON Community of Practice web site at: <https://www.my.af.mil/afknprod/affsa-a3on>, or via aircraft certification matrices maintained by 853 ELSG/NT (<https://igatm.hanscom.af.mil>).

2.16.2. **Operational approval.** Lead MAJCOMs approve operational use of CNS/ATM and navigation safety systems. MAJCOMs shall ensure that required aircrew and maintainer proficiency and training is maintained and documented, and that flight manuals, technical orders, and operating instructions are updated to include appropriate procedures and information on CNS/ATM use and functions. MAJCOMs must provide explicit guidance to aircrews defining what capabilities, qualifications, and restrictions apply to installed

CNS/ATM equipment on all applicable MDSs, to include remote/oceanic operations (i.e., GPS primary means, MNPS, RNP 10, RNP 4, etc), RNAV en route, terminal, and approach operations (i.e., Baro-VNAV, RNAV 2, RNAV 5/B-RNAV, RNAV 1/P-RNAV, etc), RVSM, etc. MAJCOMs should provide standard operating procedures for flight in oceanic (or applicable MNPS) airspace, including checklists for inflight use, as necessary.

2.16.2.1. **(Added-ACC) GPS as Primary Means of Navigation in Remote/Oceanic Areas.** ACC aircraft and aircraft under ACC oversight are approved to use GPS as a primary means of navigation provided the capabilities are listed in 11-2 MDS Specific, Volume 3 or aircraft T.Os.

2.16.2.2. **(Added-ACC)** ACC aircraft and aircraft under ACC oversight are approved to use VNAV systems for VFR and IFR operations provided the capabilities are listed in AFI 11-2 MDS Specific, Volume 3 or aircraft TOs.

2.16.2.3. **(Added-ACC) Barometric Vertical Navigation (Baro-VNAV).** ACC aircraft and aircraft under ACC oversight are approved to use barometric VNAV (BARO-VNAV) systems for instrument approaches provided the capabilities are listed in 11-2 MDS Specific, Volume 3 or aircraft T.Os.

2.16.3. **Navigation Specification.** Aircraft must meet the navigation specification of the airspace or procedure being flown. Specific performance infrastructure requirements are defined for each navigation specification. An aircraft approved for a RNP or RNAV specification having a stringent accuracy requirement is not automatically approved for a navigation specification having a less stringent requirement (e.g., RNP 0.3 or RNAV 1 does not imply RNP 4 or RNAV 5 compliance) because different navigation specifications have different performance, equipage and infrastructure assumptions.

2.16.4. **GPS/RNAV Equipment.** Air Force GPS/RNAV systems are divided into three basic categories: portable GPS units, mission enhancement systems and systems meeting FAA requirements for IFR use.

2.16.4.1. **Portable GPS Units (PGUs).** PGUs include commercial hand-held GPS receivers, military precision lightweight GPS receivers (PLGRs), and PLGRs coupled with a laptop computer that incorporates moving map displays. They are intended to be used in aircraft as situational awareness tools only. MAJCOMs shall publish guidance on the use of PGUs, approve their software and develop programs to ensure aircrews receive proper training on these systems before permitting their use. PGUs are authorized for use with the following restrictions: PGUs shall not be used for IFR navigation, instrument approaches, or as a primary flight reference and will not be used as a substitute for any required flight equipment. PGUs must be tested IAW requirements of paragraph 2.9.6.

2.16.4.1. **(ACC)** Terminal/approach procedures will not be flown using a PGU.

2.16.4.1.1. **(Added-ACC)** Squadron training functions will develop an appropriate PGU training program.

2.16.4.1.2. **(Added-ACC)** Guidance for the use of PGUs on C/EC/MC/HC-130, , HH-60, E-3, E-4, E-8, TC/WC/OC/RC-135 is as follows: When an integrated GPS is installed on the aircraft, disregard requirement to use a PGU. PGUs may be used on aircraft with integrated GPS at OG/CC discretion. For fighter aircraft, PGUs must be

specifically approved by the HQ ACC/A3 (HQ AFRC/A3 through HQ 10 AF/A3 for AFRC units, NGB/A3 for ANG units). Once approved, letters for ACC and ANG fighter aircraft will be posted on HQ ACC/A3TV website.

2.16.4.1.3. **(Added-ACC)** PGU will be used on all missions other than local proficiency sorties. On local proficiency sorties, PGU use is at aircraft commander discretion. If the PGU becomes inoperable prior to takeoff from home station or while in-flight, make every effort to replace/fix the unit. This should not delay mission accomplishment.

2.16.4.1.4. **(Added-ACC)** The use of PGUs will not interfere with nor replace the need to perform normal in-flight aircrew duties/procedures.

2.16.4.1.5. **(Added-ACC)** On aircraft with sextant mount antenna, place the antenna in the sextant mount during preflight. If desired, it can remain there for the duration of the mission except when performing celestial procedures or when performing receiver air refueling. Squadron training flight will develop an appropriate training program.

2.16.4.1.6. **(Added-ACC)** OG/CC or squadron commanders will ensure appropriate aircrew are trained on PGU usage. OG/CC may authorize training for any aircrew deemed appropriate. Document completed training on a letter of certification, keep on file and maintained IAW the RDS at the group/squadron level.

2.16.4.1.7. **(Added-ACC)** The pilot, copilot and navigator on the crew should be trained to use the PGU. However, only one aircrew member per crew needs to be trained to operate the PGU in flight. Only trained crewmembers are authorized to use the GPS in-flight. An aircrew member not flying the aircraft should be the primary PGU operator.

2.16.4.1.8. **(Added-ACC)** Cross-check PGU present position with on-board aircraft systems (SCNS/INS etc., radar) and available NAVAIDs (TACAN, VOR) to enhance situational awareness. Route of flight, from takeoff to destination, including standard instrument departure, should be programmed into the PGU during mission planning. Approaching the destination, program the approach and accompanying missed approach paths into the PGU prior to commencing the approach.

2.16.4.1.9. **(Added-ACC)** During descent, the pilot not flying the aircraft or designated crewmember will monitor the PGU until starting the approach. After starting the approach, only the designated crewmember, not to include the pilot not flying, (if available) will monitor the PGU information during the approach. In IMC, if a discrepancy exists between the aircraft approach instrumentation and the PGU position, the PGU monitor will inform the aircraft commander. The aircraft commander should consider the validity of all available information and determine if a missed approach is warranted. All PGU altitudes provided should be considered unreliable.

2.16.4.1.10. **(Added-ACC)** Unless the VHF radio capability on the PGU is certified IAW basic paragraph [2.9.6](#), do not use it in lieu of aircraft radios. PGU operators will ensure the PGU communications function is disabled, prior to using the PGU on the aircraft.

2.16.4.1.11. **(Added-ACC)** Turn-off power to the PGU prior to any known power surge (switching from external to aircraft power).

2.16.4.2. **Mission enhancement systems.** These systems are intended to enhance mission capability when conducting tactical operations such as weapons delivery and airdrop. Systems that do not comply with the minimum standards of Technical Standards Order (TSO) C-129/C-129a will not be used for instrument navigation without specific MAJCOM approval. MAJCOMS that approve the use of these systems for en route navigation must publish specific usage guidance and restrictions. Mission enhancement systems will not be used for terminal operations except when they are part of a navigation system capable of self-contained instrument approaches as outlined in paragraph 8.17.6.

2.16.4.3. **Systems Meeting Civil Requirements For IFR Use.** The following guidance covers those systems that are properly certified and approved for operational use. Comply also with AFMAN 11-217 Volume 1, *Instrument Flight Procedures*, RNAV approach procedures.

2.16.4.3.1. **RAIM Prediction.** Pilots shall always ensure RAIM availability prior to commencing an RNAV procedure (departure, arrival or approach) using any MAJCOM-approved RNAV equipment. If TSO-C129 equipment is used solely to satisfy the RNAV requirement, RAIM availability must be confirmed for the intended route of flight (route and time) using current GPS satellite information. Pilots may choose to monitor the status of each satellite in its plane/slot position, account for the latest GPS constellation NOTAMs, and compute RAIM availability using model-specific RAIM prediction software, by using an en route and terminal RAIM prediction websites such as: <http://www.raimprediction.net> or <http://augur.ecacnav.com/augur/app/home>, or by contacting a flight service station. Receiver RAIM prediction capability may also be used. In the event of a predicted, continuous loss of RAIM, pilots should delay or re-route where RAIM requirements can be met if GPS is their only means of meeting the required RNAV performance. Pilots must continually assess their navigation capability in case of GPS failure. In the NAS only, if TSO-C145/146 equipment is used to satisfy the RNAV requirement, RAIM prediction need not be accomplished if Wide-Area Augmentation Service (WAAS) coverage is confirmed available along the route of flight.

2.16.4.3.2. **Flying RNAV Approaches.** MAJCOMS must approve the use of Flight Mission Computers (FMC) or Flight Management Systems (FMS) guidance to fly approaches with or without “GPS” or “or GPS” in the title. Pilot using suitable RNAV equipment to fly an approach must extract the entire procedure from a current database, and may not alter the extracted procedure.

2.16.4.3.3. **RNAV Substitution.** On procedures developed by a US TERPS authority (FAA/USAF/USN), or on WGS-84 compliant procedures reviewed by MAJCOM TERPS, MAJCOM-approved suitable RNAV systems may be used as a substitute means of navigation for a named fix, VOR, TACAN, NDB, DME or compass locator. In such terminal areas, following a successful predictive RAIM check, approved RNAV systems may be substituted for required NAVAIDS or named fixes on arrivals, departures, and non-localizer based instrument procedures.

Any such substitution must be extracted from a current database. These operations are allowable even when a facility is explicitly identified as required on a procedure (e.g., “Note ADF required”), but not if the procedure is NOTAM’ed as NA. Pilots using approved RNAV systems as a substitute means of navigation guidance in lieu of an out of service NAVAID should advise ATC of this intent and capability. Pilots will tune, identify, monitor and display the appropriate ground-based NAVAIDs whenever practicable.

2.16.4.3.4. Terminal Area Operations using RNAV Substitution. Using a MAJCOM-approved suitable RNAV system, pilots may determine aircraft position over or distance from a VOR, TACAN, NDB, compass locator, DME fix; or a named fix defined by a VOR radial, TACAN course, NDB bearing, or compass locator bearing intersecting a VOR or localizer course. Further, pilots may navigate to or from a VOR, TACAN, NDB, or compass locator, or hold over a VOR, TACAN, NDB, compass locator, or DME fix, or fly an arc based upon DME.

2.16.4.3.5. RNAV Prohibitions. RNAV systems using DME/DME/IRU, without GPS or WAAS position input, may only be used as a substitute means of navigation when specifically authorized by a Notice to Airmen (NOTAM) or other FAA/MAJCOM guidance for a specific procedure, NAVAID, or fix. The NOTAM or other FAA/MAJCOM guidance authorizing the use of DME/DME/IRU systems will also identify any required DME facilities based on an FAA assessment of the DME navigation infrastructure. The following RNAV substitution operations are prohibited:

2.16.4.3.5.1. Substitution of the navigational aid providing lateral guidance for the final approach segment of an instrument procedure without reference to the raw navigational data.

2.16.4.3.5.2. Navigation on any localizer-based course without reference to raw localizer data.

2.16.4.3.5.3. Navigation on procedures that are identified as not authorized (“NA”) without exception by a NOTAM. For example, RNAV substitution allowances do not apply to a procedure affected by an expired or unsatisfactory flight inspection, or if a procedure is based upon a recently decommissioned NAVAID.

2.16.4.3.6. RNAV Navigation Augmentation. Space-Based Augmentation (SBAS) or Wide-Area Augmentation (WAAS) provide greater fidelity to GPS navigation data solutions. MAJCOMs will approve the use of SBAS/WAAS for en-route and terminal operations. These systems must be “properly certified” IAW TSO-C145A or TSO-C146A and installed IAW AC 20-130A. MAJCOMs must publish MDS-specific guidance and ensure pilots are appropriately trained and/or certified prior to authorizing the use of any augmented RNAV navigation solutions.

2.16.4.3.6.1. Pilots must check airfield NOTAMs for status and level of service available. When the IAP is annotated with the W symbol, site-specific WAAS UNRELIABLE NOTAMs or Air Traffic advisories are not provided for outages in WAAS Lateral Navigation (LNAV) or Vertical Navigation (VNAV) and

Localizer-Performance with Vertical Guidance (LPV) service. In this case, pilots will use LNAV weather minima, or Baro VNAV, if so equipped, for flight planning decisions at these locations.

2.16.4.3.6.2. When using augmented avionics as the planned approach at a required (and otherwise qualified) alternate, pilots will base flight planning decisions on the RNAV (GPS) LNAV minima line. Upon arrival at an alternate, if SBAS/WAAS is available, then pilots may use vertical guidance to complete the approach using the displayed level of service.

2.16.5. Minimum Navigation Performance Specifications (MNPS) Airspace. Pilots will not fly in MNPS airspace until their aircraft is properly certified and approved by the lead command.

2.16.5.1. Aircraft meeting the North Atlantic Track (NAT) MNPS requirements meet the Canadian Minimum Navigation Performance Specifications (CMNPS) requirements.

2.16.5.2. Pilots operating aircraft in NAT airspace designated as MNPS must comply with requirements specified in applicable FLIP area planning documents.

2.16.5.3. Pilots operating aircraft in CMNPS airspace must comply with the requirements specified in FLIP AP/1, Chapter 3.

2.16.5.4. HQ USAF/A3O, through HQ AFFSA, must approve waivers to the requirements of NAT MNPS and/or CMNPS airspace.

2.16.6. Reduced Vertical Separation Minimums (RVSM) Airspace. Pilots will not fly in RVSM airspace unless their aircraft is properly certified by the lead command or unless ATC provides a clearance allowing entrance of a non-RVSM aircraft into RVSM airspace. Prior to operational approval, MAJCOMs will ensure pilots operating aircraft IAW RVSM criteria comply with requirements specified in FLIP GP and applicable AP guidance.

2.16.6. (ACC) Reduced Vertical Separation Minimums (RVSM). During preflight planning, aircrews must consider the possibility of not being granted access to RVSM airspace.

2.16.6.1. Prior to entry into RVSM airspace, the following shall be operating normally:

2.16.6.1.1. Two primary altitude measurement systems,

2.16.6.1.2. One automatic altitude control system (autopilot),

2.16.6.1.3. One altitude alerting device, and

2.16.6.1.4. An operational transponder.

2.16.6.2. The PIC will notify the controlling agency as soon as possible should any of the equipment above fail after entering RVSM airspace.

2.16.7. Required Navigation Performance (RNP) Airspace. Pilots will not operate in RNP airspace unless aircraft systems/equipment are certified IAW applicable civil standards and lead commands provide operational approval.

2.16.7.1. MAJCOMs will ensure that crews are aware of any special conditions or limitations associated with operations in each level of RNP airspace.

2.16.7.2. The applicable RNP level and any equipment conditions or limitations depicted on affected FLIP charts and procedures will be followed.

2.16.7.3. Pilots will advise ATC if an equipment failure or other malfunction results in the loss of aircraft capability to continue operating in the designated RNP airspace.

2.16.7.4. When a specified RNP level cannot be achieved, the pilot should revise the route or delay the operation until appropriate RNP level can be ensured.

2.16.8. Operations within RNP-10 or Basic Area Navigation (BRNAV) Airspace. Pilots must ensure their aircraft systems are MAJCOM approved to fly in RNP 10 or RNAV 5/B-RNAV airspace. MAJCOM approval to fly in RNP-10 or BRNAV airspace is restricted to aircraft systems that are “properly certified.”

2.17. Electronic Flight Bags (EFB). Any device, installed or portable, used as an EFB must provide an equivalent level of safety and performance to that provided by paper products. For the purpose of this instruction, EFB products include, but are not limited to, laptop computers, tablet PCs, electronic kneeboards, and tethered displays. See also paragraph 2.3. EFB systems must comply with the testing requirements of paragraph 2.9.

2.17.1. EFB Certification and Authorization. Prior to authorizing EFB operations, the User MAJCOM will (in coordination with Lead MAJCOM):

2.17.1.1. Ensure EFBs comply with current guidance in FAA Advisory Circular AC 120-76. MAJCOMs should also reference the information stored on the HQ AFFSA CNS/ATM CoP: <https://afkm.wpafb.af.mil/a3on>.

2.17.1.2. Ensure EFB flight manual data (including checklists) is displayed IAW AFI 11-215.

2.17.1.3. Ensure EFB terminal procedure data is displayed identically in format and size to the published paper version. The EFB must not require scroll or zoom to view the Instrument Approach Procedure (IAP). Alternate formats/sizes of IAPs require evaluation of software functionality and human factors by the aircraft program office and endorsement by the user/lead command. Forward endorsement through HQ AFFSA for HQ USAF/A3O approval.

2.17.1.4. Ensure EFBs with moving map software or display of own ship position are not used as a primary means of navigation (applies to both airborne and ground operations). This functionality will only be used as a tool to enhance situational awareness.

2.17.1.5. Establish an aircrew training program to certify crews in use of EFBs, to include procedures for EFB failure in flight.

2.17.1.6. Publish written approval prior to aircrew use of EFBs.

2.17.1.7. Ensure paper publications are carried as a back-up unless paperless cockpit transition is complete.

2.17.2. Paperless Cockpit Transition. Lead and User MAJCOMs transitioning an MDS to a paperless cockpit will develop a process which follows the recommended risk mitigation practices found in AC 120-76. A 6-month evaluation must be accomplished during which back-up paper products must be readily available onboard the aircraft. Following the

evaluation period, a final reliability report must be submitted to the lead command for coordination through HQ AFFSA to HQ USAF/A3O for approval of paperless operations.

Chapter 3

FLIGHT PLANS AND PASSENGER MANIFESTS

3.1. Flight Plan Requirements. A flight plan enables search and rescue (SAR) agencies to search for an overdue aircraft. An IFR flight plan communicates the pilot's desires to ATC. Approved flight plans include those listed in FLIP GP, an FAA or ICAO Flight Plan form, or a host nation or MAJCOM-approved form (including computer forms). The PIC will ensure a flight plan is filed for any flight of a USAF aircraft.

3.1. (ACC)Flight Plan Requirement. When flight plans for flights conducted within the local flying area or round robin flights are not filed in person at airfield management operations, (e.g., electronic media and fax.) filing procedures/responsibilities, to include records disposition IAW Air Force RDS and approval authority/flight plan signature requirements, must be developed and published in the base airfield operations instruction.

3.1.1. **Mission Command and Control (C2).** When at a non-military installation and a Flight Service Station (FSS) or Air Traffic Control (ATC) are not reachable, the pilot will ensure flight following by providing the mission C2 agency the intended route prior to takeoff. Once airborne, the PIC will stay clear of Area Defense Identification Zones (ADIZ), Buffer Zones, and other restricted airspace, fly VFR in controlled airspace (or IFR IAW paragraph 4.6), and file a flight plan with a FSS or ATC facility as soon as practicable.

3.1.2. **Procedures for Units Without a Base Operations.** When a written flight plan form is not processed through base operations, the flying unit must have a written agreement with airfield management outlining the procedures for handling flight movement, messages and identifying the agency responsible for flight following.

3.1.3. **Flight Plan Changes.** The format for making changes to a flight plan is printed on the inside cover of the DoD Flight Supplement. Before takeoff, or while airborne, the PIC may make changes to the original filed flight plan without re-filing provided:

3.1.3.1. The change does not penetrate an ADIZ.

3.1.3.2. The controlling ATC agency approves the change for an IFR flight.

3.1.3.3. The PIC ensures the facility providing flight following is notified of the change. Failure to ensure a FSS (or its overseas equivalent) is aware of the change may result in erroneous SAR efforts or an unannounced arrival at the destination.

3.1.3.4. The change complies with applicable host-nation rules.

3.1.3.5. **(Added-ACC)** Unless emergency conditions dictate otherwise, when a significant change in the planned flight or planning factors for the flight occur either before takeoff or en route, the PIC will ensure the appropriate unit command and control agency is notified when able. ANG airlift units comply with ANGI 10-207, *Global Flight Following*.

3.1.4. **Destination Notification.** If unable to contact the command and control agency, the PIC will contact the FSS or equivalent as soon as practicable. The PIC will request the destination be advised of the departure time for flight following and to prevent an unannounced arrival.

3.1.5. **Closing the Flight Plan.** If operating in the NAS on an IFR flight plan into an airport with a functioning control tower, the flight plan is automatically closed upon landing. In all other cases, the PIC will ensure an activated flight plan is closed through a FSS or ATC facility by any means of communication available. If necessary, call long distance collect.

3.1.6. **(Added-ACC) MAJCOM-Approved Forms.** Units may use a locally designed form for local area VFR/IFR flight plans provided:

3.1.6.1. **(Added-ACC)** The form meets the minimum flight plan information requirements for VFR/IFR flights and the flight authorization requirements outlined in AFI 11-401, *Aviation Management*.

3.1.6.2. **(Added-ACC)** The base and appropriate ARTCC have established IFR local stereo type flight plan agreements.

3.1.6.3. **(Added-ACC)** The above procedures have been coordinated with Operations Flight Commander (AOF/CC) or Airfield Operations Manager.

3.1.6.4. **(Added-ACC)** Aircraft conducting air defense activities may use scramble/airborne flight order flight plans. The Air Defense Sector and the concerned flying unit will jointly prepare these flight plans. The flying unit will file such flight plans with the appropriate ARTCC.

3.1.6.4.1. **(Added-ACC)** Label these forms "Local Flight Clearance – Flight Order" when used to combine local area VFR/IFR stereo flight plans. Approve as a flight order only for local area IFR round robins filed on a DD Form 175. Flights that terminate at an installation not under the operational control of the base of departure will require a separate flight clearance and flight order. Air Defense units may use this clearance for all flights within the local area, between units under the control of the Air Defense Region having operational control of the aircraft and for other air defense activity that is in the interest of national security.

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

Chapter 4

FLIGHT AUTHORIZATION, APPROVAL AND CLEARANCE AUTHORITY

4.1. Flight Authorization. Flights in USAF aircraft will be authorized and documented IAW AFI 11-401, *Flight Management*, and MAJCOM guidance.

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. The PIC must hold a current instrument qualification if any portion of the flight will be conducted in IMC or under IFR. *Exception:* Student pilots enrolled in Undergraduate Flying Training courses may act as PIC for syllabus-directed solo flights IAW Joint Order (JO) 7610.4M, *Special Military Operations*.

4.3. Approval Authority. The individual(s) designated on the Flight Authorization as the PIC is the approval authority for the flight. *Exception:* Flying unit commanders must approve flights by any pilot who does not have approval authority.

4.3.1. Flying unit commanders must approve any flight by fixed-wing aircraft to or from other than established landing surfaces (e.g. highways, pastures, etc.).

4.4. Flight Plan Signature. The PIC will sign the flight plan. This signature, or act of filing by a means that precludes an actual signature (phone, radio, computer, etc.), indicates:

4.4. (ACC)Flight Plan Signature. Filing by means of phone, radio or computer in lieu of obtaining a PIC signature on a flight plan will only be employed at deployed/remote locations when airfield management operations services are not available. Airfield management operations will not accept an original flight plan via phone, radio or computer, but amendments will be accepted via any communications means prior to departure. Exceptions for local flying squadrons will be annotated in the base airfield operations instruction.

4.4.1. The flight was properly ordered, authorized, and released IAW AFI 11-401.

4.4.1. **(ACC) Formation Flight Plans.** The primary flight lead in formation flights will sign the flight plan. This signature is authority for the flight to proceed in the event lead aborts. There is no requirement for additional signatures.

4.4.1.1. **(Added-ACC)** When a formation flight or elements will separate and continue under two or more separate flight plans, each aircraft commander/element lead will sign a flight plan.

4.4.1.2. **(Added-ACC)** An instructor pilot (IP)/flight examiner on the flight authorization (not the aircraft commander/flight lead) will assume command of the aircraft/flight for as long as required to correct a safety discrepancy or other potentially dangerous condition when the IP/flight examiner observes that proper corrective action is not being taken.

4.4.2. Current NOTAMs, weather, and other pertinent flight data were obtained.

4.4.3. The flight will be conducted according to all governing directives.

4.4.4. The flight plan has been reviewed for completeness and accuracy.

4.4.5. Foreign clearance briefings have met the minimum requirements of the FCG.

4.4.6. The PIC is responsible for safety of the aircraft (or formation) and its occupants.

4.4.7. The flight complies with ADIZ restrictions published in FLIP and NOTAMs.

4.4.8. The flight complies with the scheduling and coordination procedures specified for Special Use Airspace or Military Training Routes in FLIP.

4.4.9. The Formation Lead ensured each member of the formation flight was briefed on all pertinent aspects of the planned flight, and the PIC of each aircraft in the formation possesses an instrument rating (Army and Navy Special and Instrument Ratings, and FAA Instrument/Airline Transport Pilot Ratings meet this requirement) if any portion of the flight is to be conducted in IMC or under IFR (see paragraph 4.2. above).

4.5. Additional Approval and Requirements.

4.5.1. **Use of Military and Joint Use Airports.** Pilots may file to and land at US military and Joint-Use (e.g. MIL/CIV) fields unless restricted by the MAJCOM.

4.5.2. **Use of Civil Airports.** MAJCOMs may authorize filing to or landing at civil airports. Use of civil airports not governed by agreement or law may result in landing fees or use fees charged to the pilot or the military unit.

4.5.2. **(ACC) Use of Civil Airports.** C/EC/HC-130, E-3, E-4, E-8, E-9, OC/RC/TC/WC-135, HH-60, MC-12W, and T-38 aircrew are authorized to file to and/or land at civil airports. All other aircraft will follow guidance in 4.5.3.

4.5.3. **Use of Civil P Airports.** Unless restricted by the MAJCOM, pilots may file to or land USAF aircraft at US civil airports (P-coded in the En route Supplement):

4.5.3.1. In an emergency.

4.5.3.2. When flying a helicopter or C-coded aircraft (e.g. C-130, C-12, C-40)

4.5.3.3. When necessary in the recovery of active air defense interceptor aircraft.

4.5.3.4. When this instruction requires an alternate and no other suitable airport is available.

4.5.3.5. When the wing commander or higher authority approves the flight and the airport manager grants permission in advance.

4.5.3.5. **(ACC)** Aircrews or unit scheduling will coordinate use of the airfield with the airport manager or designated representative prior to departure.

4.5.3.6. When a DoD tenant unit (e.g. ANG) is listed for the airport of intended landing and airport facilities or ground support equipment can support the aircraft concerned.

4.5.3.7. **(Added-ACC)** Aircrews or unit scheduling will ensure the Air Force will not incur any unapproved fees for landings, touch and go landings, airfield use, engine start (JASU or GPU), or parking (ANG units comply with ANGI 10-207).

4.5.4. **UAS Airfields.** MAJCOMs shall approve all airfields authorized for use by UAS. Operations at non-DoD airfields require an approved COA and appropriate Letters of Agreement (LOA) between the employing unit, ATC, and airfield management.

4.5.4. **(ACC) RPA** are approved to operate from any ACC home-station RPA airfield, all FOLs, and other MAJCOM same-MDS RPA airfields with prior coordination (to include

required COAs). Other approved locations will be listed on the HQ ACC/A3TV website. Submit all additional requests to approve airfields through the NAF up to ACC/A3TV for processing.

4.5.5. Volume Training, Airways and Civil Fields. Flying units shall coordinate with the appropriate ATC agencies and civil airport authorities before conducting volume training at any civil airports or along/through airways.

4.5.6. (Added-ACC) N/A AFRC/ANG. Airspace Letters of Agreement. Units will publish in their Base-Specific Instruction 11-250 the file location of all Letters of Agreement (LOA) and Certificates of Authorization (COA). LOA and COA guidance in the 11-250 will also address the mandatory review process and frequency thereof.

4.6. Clearance Authority.

4.6.1. Uncontrolled Airspace. The PIC is the clearance authority for IFR or VFR flight in uncontrolled airspace.

4.6.2. Controlled Airspace. The PIC shall obtain ATC clearance before an IFR departure (or as soon as practicable after departure, while maintaining VFR, if contact cannot be established on the ground). The PIC is the clearance authority for VFR flight (if allowed) in controlled airspace.

4.7. UAS Operations within the NAS. For operations outside special use airspace, the mission tasking authority shall coordinate through HQ USAF/A3O to obtain a Certificate of Authorization or Waiver (COA) from the FAA. PICs will verify the COA complies with the requirements of JO 7610.4, Chapter 12, Section 9.

4.8. (Added-ACC) Complying with International Procedures. Each OG/CC will ensure aircrews departing on international flights comply with applicable requirements of the USAF Foreign Clearance Guide (FCG). Refer to FCG, *General Information Booklet*, Chapter 6, Section J, for foreign clearance responsibilities of operational commanders. IAW FCG, *General Information Booklet*, Chapter 6, Section B, *Authority to Request Aircraft Diplomatic Clearances*, authority to request diplomatic clearances is delegated to commanders of numbered air forces, DRUs, wings and ACC AOS.

4.8.1. (Added-ACC) Entry into foreign countries by personnel and equipment to conduct SAR missions will be as directed by military agreements, diplomatic agreements and directives of the controlling operational commander, ICAO standards and the FCG.

Chapter 5

GENERAL FLIGHT RULES

5.1. Professional Flying Standards.

5.1.1. **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.

5.1.2. **Off-Station Training.** Commanders will ensure that all off-station training flights meet valid training requirements and present a positive image of the Air Force. The PIC shall execute off-station training activities to achieve valid training requirements, present a positive view of the Air Force and shall ensure no appearance of government waste or abuse occurs.

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

5.1.2.1.1. **(Added-ACC)** Use of non-contract fuel may be authorized by OG/CC when mission requirements dictate or by the aircraft commander during emergencies.

5.1.2.1.2. **(Added-ACC)** OC-135 and HH-60 may use non-contract fuel when military and contract fuel is not available along the route of flight.

5.1.3. **Unauthorized Flight Demonstrations.** Unauthorized or impromptu flight demonstrations, maneuvers, events or “fly-bys” are prohibited. AFI 11-209, *Air Force Participation in Aerial Events*, addresses authorized flight demonstrations.

5.1.4. **Readiness for Duty.** A person shall not act as a crewmember of an aircraft:

5.1.4.1. While under the influence of alcohol or its after-effects. Aircrew members shall not consume alcoholic beverages within 12 hours of take-off.

5.1.4.2. While using, or while under the influence of, any substance that affects the crewmember’s ability to safely perform assigned duties.

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

5.1.4.4. While self-medicating except IAW AFI 48-123, *Medical Examinations and Standards*. Air Force Surgeon General guidance is available at: https://kx.afms.mil/kxweb/dotmil/kjPage.do?cid=CTB_020686&functionalArea=AerospaceMedicine.

5.1.4.5. Anytime the crewmember has not obtained the appropriate crew rest IAW Chapter 9.

5.2. Transporting Passengers Under the Influence. The PIC will 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 competent authority.

5.3. 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. Pilots shall not leave their duty station unless another qualified pilot establishes control of the aircraft.

5.3. (ACC)Crew at their Stations. During non-critical phases of flight, crewmembers may be absent from their duty stations in the performance of crew duties or in connection with physiological needs. Crew duties may include occupying another duty station to enhance mission accomplishment, safety or crew coordination as determined by the aircraft commander. Crewmembers must be familiar with egress and ejection procedures for whatever seat they occupy. Physiological needs include, but are not limited to, resting, eating, stretching and taking care of bodily functions. Any crewmember may sit in a pilot seat during non-critical phases of flight provided a qualified pilot occupies the other pilot seat. During critical phases of flight, crewmembers may briefly vacate/swap seats at MSA/IFR altitude, pattern altitude or safe distance from tanker at the discretion of the aircraft commander. During critical phases of flight, only pilots qualified in the MDS may occupy pilot seats, unless occupying the seat is directed by an approved flight training syllabus or qualification training program, or participating in an orientation flight IAW AFI 11-401_ACC SUP 1, *Aviation Management* (AFI 11-401, AFRC SUP 1, *Aviation Management for AFRC aircrew*).

5.3.1. While operating outside restricted or warning areas each RPA shall have dedicated pilots controlling/monitoring its flight.

5.3.2. **(Added-ACC) Cameras at Crew Duty Stations.** Aircrews and passengers may take cameras certified IAW paragraph 2.9.6 in the basic AFI and VTRs into a cockpit when available space permits. Stow so that the camera cannot interfere with aircraft controls, aircrew flight equipment or pose a loose object hazard during aircraft maneuvering or ejection. Use of cameras must be pre-briefed within a flight to ensure flight path deconfliction, altitude awareness and visual lookout responsibilities. Use of cameras by orientation riders must be pre-briefed and coordinated with the aircraft commander. Cameras will be pre-positioned and securely stowed until required for use. Personal camera usage is prohibited in single seat aircraft. **EXCEPTION:** Pilots of single seat aircraft tasked by Air Defense or in support of contingency operations (e.g. Operation NOBLE EAGLE) will use cameras in accordance with SPINS. In multi-place aircraft, aircrews, passengers and orientation riders may use personal cameras subject to the following constraints:

5.3.2.1. **(Added-ACC)** The pilot flying the aircraft must be current and qualified. The individual using the camera will not be flying the aircraft.

5.3.2.2. **(Added-ACC)** For dissimilar formations, ensure minimum separation, areas to be avoided and abnormal procedures (blind, lost wingman, emergencies, etc.) are briefed.

5.3.2.3. **(Added-ACC)** Qualified ACC and Air Force Audio Visual Service (AAVS) photographers may perform photographic support duties from crew duty stations, including from in the cockpit. Identify qualified ACC and AAVS photographers through the base/unit visual information manager or HQ ACC/A6OK. These photographers will

be on flight orders and accorded additional crewmember status as authorized by AFI 11-401, paragraph 1.10.1.3. See AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*, and the corresponding ACC Supplement, for aircrew flight equipment continuation training requirements.

5.3.2.4. **(Added-ACC)** Aircrews, passengers and orientation riders will not use personal cameras while classified documents are open or classified information is visible on cockpit or mission crew displays. Any question concerning in-flight photography should be addressed to the aircraft commander or Mission Crew Commander.

5.3.2.5. **(Added-ACC)** AFRC only. AFRC fighter/attack aircraft require specific approval by the HQ 10 AF/A3 to use a camera during flight. This includes either the front or back seat if appropriate. This approval is not required for the exception noted in paragraph 5.3.2. (Added).

5.3.3. **(Added-ACC) Lipstick Cameras.** Use of lipstick cameras certified IAW paragraph 2.9.6 of the basic instruction is authorized anytime provided they are mounted to the aircraft in a manner that does not interfere with ejection/egress. Since helmet-mounted lipstick cameras may interfere with ejection/egress, their use requires coordination with HQ ACC/A3TV and MAJCOM/A3 approval. ANG units will coordinate with NGB/A3T for NGB/A3 approval. AFRC units will coordinate with HQ AFRC/A3V for HQ AFRC/A3 approval.

5.3.4. **(Added-ACC) Binocular Use.** Use of binoculars in single seat ACC fighter/attack aircraft will be restricted to aircraft engaged in Forward Air Control (Airborne) (FAC (A)), Killer Scout, Visual Reconnaissance, DCA/Air Defense, Close Air Support (CAS) or Combat Search and Rescue (CSAR) missions. The use of binoculars is limited to target identification and threat acquisition functions. Securely stow binoculars until required for use. Use of binoculars must be pre-briefed within a flight to insure flight path deconfliction, altitude awareness and visual lookout responsibilities.

5.4. See and Avoid. Pilots operating in VMC, under IFR or VFR, whether or not under radar control, are always responsible to see and avoid other traffic, terrain, and obstacles.

5.4.1. Standard IFR separation is provided between aircraft operating under IFR in controlled airspace. Within the NAS, ATC provides traffic advisories on VFR aircraft on a time-permitting basis. Outside the NAS, the crew should consult ICAO and country specific guidance outlined in the FCG and FLIP.

5.4.2. For UAS operations to comply with see and avoid requirements, the RPA must have the capability to detect/sense other traffic in sufficient time to perform an avoidance maneuver.

5.4.2.1. UAS operations that do not comply with paragraph 5.4. will be conducted under specific arrangements with appropriate aviation authorities (FAA, host nation, or military control). FAA COAs issued IAW JO 7610.4 (Chapter 12, Section 9) or arrangements with host-nation aviation authorities do not always waive the CFRs nor provide relief from ICAO Rules of the Air. JO 7610.4 outlines an equivalent level of safety comparable to see and avoid requirements for manned aircraft. UAS operations in compliance with an FAA COA, host-nation aviation authorization or in special use

airspace are acceptable provided the appropriate equivalent level of safety measures are in place with controlling agencies and other airspace users.

5.4.3. (Added-ACC) Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). FAA JO 7610.4N defines MARSA as "a condition whereby the military services involved assume responsibility for separation between participating military aircraft in the ATC system. It is used only for IFR operations that are specified in Letters of Agreement or other appropriate FAA or military documents." Flying units must ensure pilots are aware of MARSA agreements contained in Letters of Agreement with Air Traffic Control agencies. Pilots cannot arbitrarily declare MARSA. See AFI 13-201 for additional procedures.

5.5. Proximity of Aircraft. The PIC must not allow the aircraft to be flown so close to another that it creates a collision hazard. Use 500 ft. of separation (well clear) as an approximate guide except for:

5.5.1. Authorized formation flights.

5.5.2. Emergency situations requiring assistance from another aircraft. If an emergency requires visual checks of an aircraft in distress, the PIC must 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.

5.5.3. MAJCOM-approved maneuvers in which participants are aware of the nature of the maneuver and qualified to conduct it safely (i.e., interceptor attack training).

5.6. Formation Flight.

5.6.1. Transponder Operations During Air Refueling or Formation Flight. Unless otherwise specified in Allied Communications Publication 160, US Supplement 1:

5.6.1. (ACC) of the basic instruction, nonstandard formation flight may not be possible with inoperative IFFs.

5.6.1.1. Only one aircraft (normally the lead) of a standard formation will squawk the assigned code.

5.6.1.2. Unless otherwise directed by ATC, all aircraft within a non-standard formation flight will squawk the ATC-assigned Mode 3A/C beacon code until established within the assigned altitude block and closed to the proper en route interval. When aircraft interval exceeds 3 NMs, both the formation leader and the last aircraft will squawk the assigned Mode 3A/C beacon code.

5.6.1.3. Unless otherwise directed, receivers squawk standby when <3NMs from the tanker.

5.6.2. Non-standard Formation Flight. Non-standard formation flights may be conducted:

5.6.2.1. When approved by ATC, or

5.6.2.2. Operating under VFR in VMC, or

5.6.2.3. Operating within an authorized Altitude Reservation (ALTRV), or

5.6.2.4. Operating under the provisions of a Letter of Agreement (LOA), or

5.6.2.5. Operating in airspace specifically designed for a special activity.

5.6.2.6. **(Added-ACC)** Issuance of an ATC clearance for a nonstandard formation constitutes approval by ATC for operations in a nonstandard formation. The formation leader shall notify ATC upon initial contact and entering each new sector that flight operations are being conducted in a nonstandard formation. Advise ATC of the separation and spacing being employed.

5.7. 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.

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

5.7.2. **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.

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

5.7.4. **Overtaking Aircraft.** An overtaken aircraft has the right-of-way. The overtaking aircraft must alter course to the right.

5.7.5. **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.

5.8. Communication in Flight.

5.8.1. **Air Traffic Control Clearances.** The PIC will comply with ATC clearances and instructions unless a deviation is necessary due to an in-flight emergency, to ensure safety of flight or to comply with a Traffic Alert and Collision Avoidance System (TCAS) resolution advisory (RA). Pilots will use standard aviation terminology, in English, from the Pilot-Controller glossary, MAJCOM guidance and FLIP when communicating with ATC.

5.8.1.1. Maintain two-way radio communications with the proper ATC facility or FSS IAW the procedures appropriate for the class of airspace as outlined in FLIP.

5.8.1.2. If the pilot is unsure of any clearance, immediately obtain ATC clarification.

5.8.2. **Transponder Operations.** The PIC will ensure an operable transponder is used IAW ATC instructions or host nation or MAJCOM directives, SPINS, or for any flight in controlled airspace (including MODE 4 when directed). In the NAS, transponders should be operated any time the aircraft is moving. For aircraft that are equipped with Mode S, the PIC must follow proper usage guidelines as outlined in GP. MAJCOMs will manage assigned codes to ensure no two aircraft are airborne with the same Mode-S address/code. Mode 4 operations are restricted to those necessary, and as outlined in the Flight Information Handbook (See MODE 4 in glossary).

5.8.3. **Emergency Frequencies.** If suitably equipped, aircrews will monitor at least one emergency frequency at all times as mission and operational conditions permit. Immediately report distress or ELT transmissions to ATC.

5.8.4. **Radio Frequency Restrictions.** Unless specifically authorized by competent authority, USAF aircraft will not transmit on frequencies reserved for air navigation (115.95 – 117.95 MHz, 328.6 – 335.4 MHz). Limit radio traffic on 118.0 – 137.0 MHz frequencies to ATC communications. Do not transmit secure voice/data communications on other than approved frequencies.

5.8.5. **ATC Communications Failure.** Follow the communications failure procedures published in the FIH.

5.8.6. **UAS ATC Communications Requirements.** For RPA operations in controlled airspace two-way radio communications will be the primary means of communications. When Ultra High Frequency (UHF)/Very High Frequency (VHF) radios are not available, a telephone may be used as a primary means of communication. The PIC shall ensure a MAJCOM-approved back-up means of communication is available while the RPA is airborne in controlled airspace. For limited range, short duration flights, the PIC may request relief from radio requirements from affected ATC agencies provided a suitable alternate communication means is available. All UAS units will maintain a current list of landline contact information for all ARTCCs, Radar Approach Controls, and Airfield Towers through which the RPA may transit on its flight-planned route as well as its planned lost-link/emergency route. UAS pilots will include the number of the Ground Control Segment (GCS) landline (solely dedicated for ATC use) in the remarks section of the flight plan.

5.8.6.1. **(Added-ACC)** For RPA operations in international oceanic airspace where High Frequency (HF) radios are not available, telephone may be used as a primary means of communication.

5.8.6.2. **(Added-ACC) RPA Link Failure.** There must be an independent autonomous means for safe recovery of any RPA with a complete communication link failure. An in-flight emergency will be declared by the pilot and the proper ATC authorities will be immediately notified upon confirmation of lost link in controlled airspace.

5.9. Aircraft Speed.

5.9.1. **Supersonic Flight.** The PIC will not allow the aircraft to operate at or above Mach 1 except as specified in AFI 13-201. Inadvertent flight above Mach 1 will be handled IAW AFI 13-201.

5.9.2. **In the NAS.** The PIC will:

5.9.2.1. Not allow their aircraft to exceed 250 knots indicated airspeed (KIAS) below 10,000 ft. MSL unless the MAJCOM has approved a higher speed IAW paragraph 5.9.5.

5.9.2.2. Not allow their aircraft to exceed 200 KIAS at or below 2,500 ft. AGL within 4 NMs of the primary airport of a Class C or Class D airspace area unless authorized by ATC, or required to maintain the minimum safe maneuvering airspeed specified in the aircraft T.O.

5.9.2.3. Not allow their aircraft to exceed 200 KIAS in the airspace underlying a Class B airspace area or in a VFR corridor designated through Class B airspace area, unless

required to maintain the minimum safe maneuvering airspeed specified in the aircraft T.O.

5.9.3. **Outside the NAS.** The PIC will not allow the aircraft to exceed 250 KIAS below 10,000 ft. MSL unless: in international airspace and mission requirements dictate; ICAO or host nation rules permit or it is necessary to maintain the minimum safe airspeed in the aircraft T.O.

5.9.4. **Holding.** Conduct holding at airspeeds prescribed in FLIP or MDS-specific guidance.

5.9.5. **FAA Speed Authorization.** The FAA recognizes that certain military operations and training requirements cannot be met under the terms of the 14 CFR §91.117, *Aircraft Speed*, and has therefore granted a speed authorization to the USAF.

5.9.5.1. **Use of FAA Speed Authorization.** In the NAS, PICs may operate USAF aircraft in excess of 250 KIAS, below 10,000 ft. MSL, only under the following conditions:

5.9.5.1.1. Within restricted areas or Military Operating Areas (MOAs).

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

5.9.5.1.3. Within unpublished joint MAJCOM- 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

5.9.5.1.4. On MAJCOM-approved large exercises or short-term special missions with appropriate coordination to ensure awareness of the nonparticipating flying public.

5.9.5.1.5. When the aircraft T.O. requires or recommends a higher speed in order to maintain safe maneuverability. If the safe maneuvering airspeed in the T.O. is listed as a range, fly the slowest speed practical in that range, based on weight and configuration. This provision is primarily to accommodate climbs/descents and terminal area operations. Airspeeds applicable to this exemption must be published in the aircraft T.O. (Dash-1). A MAJCOM supplement or MDS-specific Volume 3 does not constitute the aircraft flight manual as referenced in the FAA exemption.

5.9.5.1.5.1. **(Added-ACC)** Aircrew flying in CONUS below 10,000 MSL (outside special use airspace) will fly at speeds at or below 250 knots unless maneuvering airspeeds published in the aircraft T.O. dictate otherwise. If safe maneuvering airspeeds for a particular phase of flight are not yet contained in the aircraft T.O., use the following guidance. If the safe maneuvering airspeed is listed as a range, fly the slowest speed practical in that range, based on weight and configuration.

5.9.5.1.5.1.1. **(Added-ACC)** Descent into a MTR:

5.9.5.1.5.1.1.1. **(Added-ACC)** If the MTR entry point contains mountainous/rough terrain, the safe maneuvering airspeed for TFR descent is 400 KCAS for F-15E/F-16/F-35 aircraft. B-1 and F-15E aircrews will

accomplish TFR descents under radar control or radar flight following to the maximum extent practical.

5.9.5.1.5.1.2. **(Added-ACC)** If the route abort, TFR fly-up or unplanned climb causes the aircraft to exit the MTR, slow to safe maneuvering airspeed after terrain/obstacle clearance is assured. Avoid federal airways and class A/B/C/D airspace. If flight members are required to keep route timing in order to maintain element integrity but are unable to re-enter the MTR, they will climb above 10,000 MSL before increasing airspeed.

5.9.5.1.5.1.3. **(Added-ACC)** VFR traffic pattern: The safe maneuvering airspeed for the VFR traffic pattern is IAW the applicable aircraft T.O. The safe maneuvering airspeed for fighter tactical initial is 350 knots.

5.9.5.1.5.1.4. **(Added-ACC)** Air-to-Air (A/A) system checks: to the maximum extent practical, F-15/F-22/F-35 flight leads will accomplish A/A system checks above 10,000 MSL. If unable to accomplish A/A checks above 10,000 MSL, use safe maneuvering airspeeds for formation flights outlined in applicable aircraft T.O. or AFI 11-2MDS-Specific Volume 3 to conduct A/A checks below 10,000 MSL.

5.9.5.1.5.2. **(Added-ACC)** Aircrews flying outside CONUS will follow gaining MAJCOM, theater or Host Nation guidance on airspeeds. If no gaining MAJCOM, theater or Host Nation guidance exists, use this guidance to the maximum extent practical.

5.10. Large Scale Exercises. MAJCOMs will conduct large-scale exercises in permanent or temporary special-use airspace established according to FAA Handbook 7400.2 and FAA JO 7610.4. 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:

5.10.1. Affected non-participating military flying units.

5.10.2. Affected FAA Air Route Traffic Control Center (ARTCCs).

5.10.3. Affected FAA regions through the Air Force representative (AFREP).

5.10.4. Other agencies, as appropriate.

5.10.5. **(Added-ACC)** Exercise planners will pre-brief the base AOF/CC on all overflights IAW AFI 13-203.

5.10.6. **(Added-ACC)** Airfield overflights require prior approval by MAJCOM/A3T. All requests for overflight will include the above information plus a unit point of contact for participating aircrews. Both the requesting and participating wing or group commander (if different) will approve these missions.

5.10.7. **(Added-ACC)** At civilian bases where ACC, AFRC or ANG units are tenant/associate units, coordinate approval for overflights and ground training exercises with local host military unit/organization and the airfield manager prior to initiating.

5.10.8. **(Added-ACC)** Simulated airfield attacks for purposes that do not meet the guidance criteria for aircraft overflights or are not in support of a base exercise require prior approval

by MAJCOM/CC and a waiver to Federal Aviation Administration (FAA) rules. Do not fly airfield attacks without prior HHQ approval and FAA waiver.

5.11. Airport Operations.

5.11.1. **Ground Operations.** Pilots shall comply with AFI 11-218, *Aircraft Movement on the Ground*, and locally-published procedures as applicable.

5.11.1.1. **UAS-specific Ground Operations.** In the absence of MDS-specific MAJCOM guidance, PICs must not taxi a RPA prior to takeoff, or after landing, from a control station that does not have a line-of-sight link with the RPA.

5.11.1.2. In the absence of MAJCOM guidance, RPA will not taxi on a controlled surface without an escort present who is in continuous communication with the pilot. *Exception:* If the RPA lands at a divert location where no local procedures exist and ATC has an unobstructed view of the RPA, the controller may clear the RPA to taxi if deemed necessary to vacate its position.

5.11.1.3. PICs will ensure the aircraft propulsion and all power sources are shut down as soon as practical after landing and clearing the controlled surface areas if at a location with no GCS and/or unit ground personnel.

5.11.1.4. If no unit personnel are present to safeguard the RPA, the pilot will coordinate appropriate aircraft security until retrieval of the aircraft by military personnel.

5.11.1.5. MAJCOMs must establish or approve hung ordnance, hot brakes, and other safety procedures to ensure the safety of ground personnel, to include divers.

5.11.2. **Clearances.** Obtain clearance from ATC before taxiing, taking a runway, or any takeoff or landing at an airport with an operating control tower.

5.11.3. **Taxi Clearance.** If a taxi route requires crossing any runway, pilots will hold short until obtaining specific clearance to cross each runway. Do not taxi across or onto the assigned runway without clearance from ATC.

5.11.3.1. Surface Movement Guidance and Control System (SMGCS). Pilots of USAF aircraft must obtain MAJCOM-directed training and certification before participating in actual SMGCS taxi operations. MAJCOMs shall publish MDS-specific guidance for aircrews required to operate at SMGCS locations in low visibility.

5.11.4. **Uncontrolled Field Procedures.** Use the runway favored by the winds if no other factors make that runway unacceptable. Announce your activities on the appropriate frequency. (Refer to the Aeronautical Information Manual (AIM) and AFMAN 11-217, Volume 2, *Visual Flight Procedures*, for specific procedures.) In the absence of MAJCOM-specific guidance, UAS operations are prohibited at uncontrolled fields when other traffic is present.

5.11.4.1. **(Added-ACC)** ACC assets, with the exception of Personnel Recovery (PR) C-130 and HH-60 aircraft, are not authorized to land or depart at uncontrolled airfields or airports without ACC/A3 approval. AFRC assets, with the exception of PR C-130 and HH-60 aircraft, are not authorized to land or depart at uncontrolled airfields or airports without AFRC/A3 approval.

5.11.4.2. **(Added-ACC)** Uncontrolled operations at ACC airfields are not authorized except as outlined below (this includes any runway surface located on ACC bases or ranges).

5.11.4.2.1. **(Added-ACC)** Wing Commanders may request ACC/A3 approval for uncontrolled airfield operations at ACC airfields and runways IAW AFI 13-204, paragraph 5.5.4 and paragraph **5.11.4.2.2 (Added)** below.

5.11.4.2.2. **(Added-ACC)** In addition to the requirements in AFI 13-204, a formal ORM assessment must be accomplished and procedures must be published in a base operating instruction or base flying regulation. The instruction or regulation must be approved by ACC/A3 and, at a minimum, will include:

- a. Hours of operation.
- b. Type of aircraft authorized/involved.
- c. Designated runways/operating areas authorized for uncontrolled operations.
- d. Published procedures in appropriate Flight Information Publications.
- e. Common operating frequency.
- f. Procedures to record common operating frequency.
- g. Procedures to deconflict traffic patterns with all airports within 10NM.
- h. Establishing a responsible agent(s) (Operations Duty Officer, etc) for all organizations conducting uncontrolled operations.
 - (1) Responsible agent(s) must be present during uncontrolled operations.
 - (2) Responsibilities and authority of responsible agent(s) must be clearly defined.
 - (3) A formal training plan/program must be established for training responsible agent(s).
- i. Procedures for scheduling uncontrolled operations.
- j. Procedures for briefing users on airfield conditions (construction, etc).
- k. Procedures for reporting and disseminating emergency information affecting airfield conditions (i.e. conditions created by uncontrolled operations that will affect operations when the airfield re-opens).
- l. Procedures and requirements for weather briefings.
- m. Procedures to educate vehicle operators on uncontrolled airfield operations and runway access.
- n. Agency responsible for conducting runway/airfield checks prior to uncontrolled operations.
- o. Procedures to inform base agencies of commencement/termination of uncontrolled operations.

5.11.4.2.3. **(Added-ACC)** TDY or tenant units may participate in uncontrolled airfield operations at ACC airfields with the above restrictions and a signed Memorandum of Understanding by both the host and TDY/tenant unit OG/CC or equivalent.

5.11.5. **Land and Hold Short Operations (LAHSO).** USAF fixed-wing pilots are prohibited from accepting LAHSO clearances.

5.11.5.1. Pilots of USAF aircraft 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.

5.11.5.2. MAJCOMs of units that require active LAHSO participation for mission accomplishment must contact HQ AFFSA/A3OF to ensure MDS-specific data is incorporated into FAA Order 7110.199 (Appendix 3).

5.11.6. **Reduced Same Runway Separation (RSRS).** MAJCOMs may approve non-formation RSRS operations. Procedures are specified by affected ATC and user units. MAJCOM approval shall include MDS-specific RSRS criteria governing similar and dissimilar landing/touch-and-go/low approach operations.

5.11.6.1. **(Added-ACC)** Wings may authorize RSRS to maximize runway acceptance rates. ACC bases are authorized to use the following RSRS standards between ACC aircraft when air traffic controllers are able to see the aircraft involved and determine distances by references to suitable landmarks. The OG/CC will establish procedures based on the guidance below:

5.11.6.1.1. **(Added-ACC)** Deployed aircraft are authorized RSRS if a letter of agreement is signed between the host wing and deployed unit. Host wings will ensure a detailed briefing is conducted prior to local flying.

5.11.6.1.2. **(Added-ACC)** Tenant units may accept host base RSRS standards that are not less than specified in this paragraph.

5.11.6.1.3. **(Added-ACC)** The OG/CC will ensure assigned military aircrews and supporting air traffic controllers are thoroughly familiar with authorized RSRS standards. Any aircrew or controller may refuse reduced separation. When RSRS is refused, FAA JO7110.65 separation standards apply.

5.11.6.1.4. **(Added-ACC)** RSRS during wet runway operations must be defined based upon local runway surface conditions and operational needs.

5.11.6.1.5. **(Added-ACC)** RSRS is approved for formation flights.

5.11.6.1.6. **(Added-ACC)** See [Table 5.1 \(Added\)](#) and [Table 5.2 \(Added\)](#) for fighter type aircraft RSRS criteria.

5.11.6.1.7. **(Added-ACC)** The minimum RSRS when either aircraft is a RC-135/E-3/E-8 or heavy class aircraft is 8,000 feet and dry runway conditions.

5.11.6.1.8. **(Added-ACC)** RSRS is not authorized for a touch and go behind a full stop or low approach behind a touch and go when either aircraft is a heavy class aircraft.

5.11.6.1.9. **(Added-ACC)** RSRS standards do not apply:

5.11.6.1.10. **(Added-ACC)** To any situation involving an emergency aircraft.

5.11.6.1.10.1. **(Added-ACC)** To any situation involving an aircraft cleared for the option.

5.11.6.1.10.2. **(Added-ACC)** When the runway condition reading (RCR) is less than 12 or braking action reports of less than fair are reported.

5.11.6.1.11. **(Added-ACC)** RSRS criteria are based on aircraft characteristics, aircrew training requirements and the responsible air traffic controller's ability to ensure application of established separation.

5.11.6.1.12. **(Added-ACC)** Unit level application of RSRS must be developed by affected air traffic control personnel and user units, specifically outlined in either the base airfield operations instruction or a wing operations letter and approved by the MAJCOM prior to implementation. **NOTE:** Instructions developed for compliance with guidance formerly contained in AFI 13-203_ACC SUP 1, *Air Traffic Control*, meet this requirement.

5.11.6.1.13. **(Added-ACC)** All aircraft must maintain at least 500 feet lateral or vertical separation when over flying aircraft on the runway. Responsibility for separation rests with the pilot.

5.11.6.1.14. **(Added-ACC)** C-130s are authorized the following RSRS:

5.11.6.1.14.1. **(Added-ACC)** Full stop/low approach behind base assigned aircraft (excluding other C-130): 8,000 feet.

5.11.6.1.14.2. **(Added-ACC)** Base assigned aircraft (excluding other C-130) full stop/low approach behind a C-130: 8,000 feet.

5.11.6.1.14.3. **(Added-ACC)** See [Table 5.3 \(Added\)](#) for C-130 to C-130 operations (day and night).

Table 5.1. (Added-ACC) RSRS for Similar Fighter Type Aircraft.

(i.e., same airframe, A-10 to A-10, F-15 to F-15, F-5 to T-38, etc)

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	3000' or 6000' behind a formation landing	3000'	3000'
	Touch & Go	6,000' if Day, VFR, Dry*	3000'	3000'
	Low Approach	3000'*	6000'	3000'
<p>NIGHT: 6,000' is the minimum spacing for all similar night operations if ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.</p> <p>* Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.</p> <p>RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.</p>				

Table 5.2. (Added-ACC) RSRS for Dissimilar Fighter Type Aircraft.

(i.e. any mix of different airframes, F-15 to F-16, etc.)

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	6000' or 8000' behind a formation landing	6000'	6000'
	Touch & Go	6000'*	6000'	6000'
	Low Approach	6000'*	6000'	6000'
<p>NIGHT: 8,000' is the minimum spacing for all dissimilar night operations if ATC can safely determine distances; otherwise standard FAAO 7110.65 separation standards will apply.</p> <p>* Low Approach (LA) or Touch & Go (TG) behind Full Stop (FS): For all situations involving LA or TG behind FS, aircraft will not overfly aircraft on the runway. Responsibility for ensuring compliance rests with the pilot.</p> <p>RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.</p>				

Table 5.3. (Added-ACC) RSRS for C-130 to C-130 Operations (Day or Night).

		Lead Aircraft		
		Full Stop	Touch & Go	Low Approach
Trail Aircraft	Full Stop	5,000' or 8,000' for formation landings*	5,000'	5,000'
	Touch & Go	Not Authorized	5,000'	5,000'
	Low Approach	5,000'	Not Authorized	5,000'
<p>*8,000' is the minimum spacing for a single aircraft landing behind a formation full stop.</p> <p>RSRS is measured between the trailing aircraft in the lead flight and the lead aircraft in the trailing flight.</p>				

5.11.7. Turns after Takeoff, Low Approaches, or Closed Patterns. Do not turn after a takeoff, touch and go or low approach 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 or required by a published procedure. This restriction does not apply when executing a closed pattern.

5.11.8. Traffic Pattern Procedures.

5.11.8.1. At USAF installations fly the traffic pattern published in the local flying procedures publication or FLIP, unless otherwise directed.

5.11.8.2. At other than USAF installations, fly traffic patterns as directed by the control tower or published in FLIP, CFR Part 91 Subpart B, or the AIM.

5.11.8.3. At airports with no control tower, follow the standard light signals or visual indicators that prescribe the direction of traffic and landing runway. Departures must comply with the appropriate route for the airport. (Refer to AIM for more information.)

5.11.8.4. Helicopters should avoid the flow of fixed-wing aircraft. Helicopters that maintain compatible airspeed may fly in the rectangular pattern with fixed-wing traffic.

5.11.8.5. **(Added-ACC)** Formation landings by heavy class aircraft are not authorized without MAJCOM approval.

5.11.8.6. **(Added-ACC) Normal and Inter.** Takeoff will normally commence from the approach end of the runway. Aircraft subject to structural damage when taking off over an arresting gear cable may start takeoff immediately past the approach end arresting gear cable. Recompute takeoff data for each new runway takeoff position.

5.11.8.6.1. **(Added-ACC)** Not applicable to helicopters.

5.11.8.7. **(Added-ACC) Normal and Arresting Gear Landing (N/A helicopters).** Plan to land within the designated touchdown zone of the runway. Aircraft subject to structural damage from landing roll over an arresting gear cable may land immediately past the approach end arresting gear cable (not applicable to RC-135 aircraft). Aircraft will use AFI 11-2 MDS-Specific, Volume 3 and flight manual training series guidance when using this option.

5.11.8.7.1. **(Added-ACC)** ACC aircraft or aircraft under ACC oversight are prohibited from landing over a raised arresting barrier such as a MA-1A. This does not preclude landing over BAK 12/14 or other cables.

5.11.8.7.2. **(Added-ACC)** Do not fly ACC aircraft or aircraft under ACC oversight into arresting cables for practice or certification. Taxi engagements are authorized between 70 and 120 knots.

5.11.9. **Helicopter Landing Areas.** Helicopters may operate from/to other than established landing areas (i.e., fields, highways, parks, etc.) if conducting an operational mission or a military requirement exists and: the pilot receives permission to use the area for landing, safeguards exist to permit operations without hazard to persons or property and no legal objections are apparent.

5.12. Night Operations. See also paragraph 2.15.3. At night, the PIC will adhere to the following guidance:

5.12.1. Fixed wing aircraft must not operate from a runway unless it is outlined with operable lighting and is clearly discernible. Covert Infrared runway lighting being used by qualified crews equipped with Night Vision Devices (NVDs) meets this requirement. Exception: MAJCOM/A3 may authorize their aircraft to operate from unlit runways or landing zones (or those using high-intensity runway reflective markers) with the following restrictions:

5.12.1.1. Non-contingency operations are restricted to military airfields or civilian airports with an appropriate LOA; and,

5.12.1.2. MAJCOM must issue MDS-specific operating instructions, including comprehensive risk mitigation measures (such as IR lighting requirements, NVD usage,

non-participating aircraft procedures, NOTAM issuance, weather and lunar illumination requirements and Operational Risk Management (ORM) assessments); and,

5.12.1.3. Aircraft authorized to operate to unlit landing areas must comply with external lighting requirements in paragraph 5.20.

5.12.2. 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.

5.12.3. **Night Vision Device (NVD) Operations.** Aircrew will preflight NVDs prior to each use to ensure proper operation and optimum night visual enhancement. MAJCOMs will prescribe the use of NVDs during aircraft operations. See also paragraph 6.3.3.

5.12.4. **Night Approaches.** MAJCOMs shall determine procedures governing the use of instrument approaches while operating in night VMC.

5.12.4.1. **(Added-ACC)** Fixed wing aircraft will comply with the following guidance:

5.12.4.1.1. **(Added-ACC)** Fighter/attack type aircraft (including T-38) will not perform night overheads unless required for formal training course, syllabus training, instructor proficiency or evaluation. (ANG: Units based at airfields which lack a precision/non-precision approach will develop an appropriate VFR procedure for NGB/A3 approval.)

5.12.4.1.2. **(Added-ACC)** When landing at night, 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, fly the best available non-precision approach.

5.12.4.1.3. **(Added-ACC)** If multiple night landings are required for formal training course or MDS-specific Vol 1 requirements, accomplish night touch and go training IAW paragraph **5.18.1** (as supplemented **5.18.1**) and its subparagraphs (added). When performing night touch and go training, an appropriate visual glide slope indicator or ILS glide slope information will be used to monitor glide slope position.

5.12.4.2. **(Added-ACC)** At Forward Operating Locations (FOLs) with limited instrument approaches/airfield lighting, the OG/CC or AEG/CC will designate the minimum lighting/instrumentation required for safe night operations.

5.13. Landing Gear Reporting Procedures. Pilots operating retractable gear aircraft must report "gear down" to the ATC agency or runway supervisory unit after extending the landing gear. This report shall be made during any approach to an airport prior to crossing the runway threshold.

5.14. Altitude Requirements. Except for MAJCOM-approved aerial demonstrations/events or during takeoff or landing, do not operate aircraft:

5.14.1. **Emergency Landing.** Below an altitude that, should an emergency landing become necessary, creates undue hazard to persons or property.

5.14.2. **VFR.** Above 3,000 ft. AGL under VFR at altitudes or flight levels other than those specified in FLIP. In airspace under FAA jurisdiction, these altitudes do not apply when turning or holding in a holding pattern of 2 minutes or less.

5.14.3. **Congested Areas.** Over congested areas (i.e., cities, towns, settlements) or groups of people if the altitude does not ensure at least 1,000 ft. above the highest obstacle within a 2,000-ft. radius of the aircraft. Pilots flying 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.

5.14.4. **Non-congested Areas.** Over non-congested areas at an altitude of less than 500 ft. AGL except over open water, in special use airspace (SUA), or in sparsely populated areas. Under such exceptions, pilots must not operate aircraft closer than 500 ft. to any person, vessel, vehicle, or structure. Pilots flying helicopters in FAA airspace may operate at lower altitudes and in closer proximity if they do not create a hazard to persons or property on the surface.

5.14.5. **Flight over National Recreation Areas and Wildlife Refuges.** Less than 2,000 ft. AGL (mission permitting) over: National Park Service monuments, seashores, lake shores, recreation and scenic river ways; US Fish and Wildlife Service refuges and ranges; and US Forest Service wilderness and primitive areas. This paragraph is not applicable to SUA, low-altitude tactical navigation areas and MTRs. Specific areas may require higher altitudes (see FLIP and sectional aeronautical charts).

5.14.6. **Disaster Areas.** Within a designated disaster area unless the aircraft is: aiding the area, specifically cleared by ATC or can fly to or from an airport in the area without hampering or endangering relief activities. Pilots must check NOTAMS for disaster areas.

5.14.7. **(Added-ACC) Companion Training Program (CTP).** T-38 Companion Trainer Program aircraft are authorized to fly Military Training Routes (MTRs).

5.14.7.1. **(Added-ACC)** The following rules apply to all CTP aircraft. Minimum altitudes are:

5.14.7.1.1. **(Added-ACC)** 1,000 feet AGL in mountainous/non-mountainous terrain for U-2 aircrew.

5.15. Altimeter Settings. Set altimeters according to FLIP GP, FIH and AP-series documents. Use temperature correction tables when appropriate. Flight in IMC below FL 180 is not permitted in any area where the barometric pressure is lower than 28 or higher than 31 inches of mercury (See AIM 7-2-1 for more information).

5.16. Simulated Instrument Flight.

5.16.1. **Restrictions.** The following restrictions apply to simulated instrument flight:

5.16.1. **(ACC) Restrictions.** Simulated instrument flight may be flown and logged without the use of vision-restricting devices. Pilots will comply with the guidance in paragraph **5.16.1** of the basic instruction.

5.16.1.1. The aircraft must be equipped with a functional two-way radio.

5.16.1.2. A safety observer, able to see 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 an instrument qualified pilot, a fighter weapons systems operator (or other MAJCOM-designated aircrew member) with access to a set of flight controls.

5.16.1.2. **(ACC)** For Companion Trainer Program aircraft, the safety observer must be a pilot qualified in that particular aircraft.

5.16.1.3. MAJCOMs may authorize UAS to conduct simulated instrument flight provided the aircraft has sense and avoid capabilities as outlined in paragraph 5.4.2.

5.16.2. **Practice Instrument Approaches.** Approaches conducted in other than actual IMC. The pilot must still be able to see the ground, surrounding terrain, and when established on the final segment of the approach, the airport environment. Practice instrument approaches, including approaches flown under VFR will be conducted IAW Chapter 8 of this instruction. Practice approaches may be conducted without a safety observer (as defined in paragraph 5.16.1.2) if the pilot is instrument qualified and current in the type of approach flown. When flying a practice approach without a safety observer, the pilot must maintain a composite crosscheck that maintains situational awareness with terrain and other traffic. The pilot is not relieved of the responsibility to see and avoid other traffic, terrain and obstacles.

5.16.3. **Vision Restricting Devices.** MAJCOMs must approve the use of vision restricting devices (e.g., hoods, Foggles, etc) and provide specific approval for their use during takeoffs and landings. Vision restricting devices will not be used without a safety observer.

5.16.3. **(ACC) Vision Restricting Devices.** Hooded simulated instrument flight is permitted when the pilot performing simulated instrument flight is occupying the rear seat in aircraft with tandem cockpits. When pilots use a vision-restricting device, the safety observer must be an instrument qualified pilot, landing current in the aircraft and must have full view of the flight instruments and access to the flight controls. HH-60 aircrew will not use a hood or other artificial vision-restricting device for any phase of flight.

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

5.17. Simulated Emergency Flight Procedures:

5.17.1. **Restrictions.** The following restrictions apply to simulated emergencies:

5.17.1.1. Do not practice emergency procedures with passengers on board. Non-flight deck crewmembers may accomplish emergency procedures or medical emergency training with passengers on board provided there is no interference with the cockpit crew and mission requirements.

5.17.1.2. Single pilot aircraft require day (including civil twilight), VMC.

5.17.1.3. Multi-pilot aircraft in day IMC require weather conditions at or above published circling minimums for the approach to be flown.

5.17.1.4. Multi-pilot aircraft at night require weather conditions at or above 1,000 ft. ceiling and 2 SMs visibility or circling minimums, whichever is higher.

5.17.1.5. **(Added-ACC)** Simulated compound emergency procedures are prohibited in Companion Trainer Program aircraft.

5.17.1.6. **(Added-ACC)** Excluding Functional Check Flights (FCFs), do not use the landing gear and flap emergency systems to simulate hydraulic or electrical emergencies

unless the simulation has no effect on the normal operations of those systems and does not deplete/exhaust/hamper the intended emergency capability.

5.17.2. 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 a letter of agreement with the appropriate military authority and adjacent facilities as required. The letter of agreement (LOA) shall conform to FAA Joint Order (FAA JO) 7610.4, chapter 9.

5.17.3. MAJCOM Responsibilities.

5.17.3.1. 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/RSU, enough runway or proper crash/rescue equipment.

5.17.3.1.1. **(Added-ACC)** SFOs without an active control tower or runway supervisory unit are permitted with the following provision:

5.17.3.1.1.1. **(Added-ACC)** IAW JO 7610.4M, Section 9-3-7, an appropriate Memorandum of Understanding (or Letter of Agreement) must be in place and state the means by which SFO traffic will be separated from other traffic and which enforces other provisions of Section 9-3-7.

5.17.3.1.1.1.1. **(Added-ACC)** A copy of the MOU or LOA must be maintained by HQ ACC/A3TV.

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

5.17.3.3. MAJCOMs must provide guidance to minimize actual engine shutdown when a reduction of power suffices.

5.17.3.3. **(ACC)** Actual engine shutdown is not permitted for simulated emergencies.

5.18. Touch-and-Go Landings.

5.18.1. MAJCOMs must authorize touch-and-go landings for command-operated aircraft. The authorization will include explicit guidance on operating conditions and qualifications.

5.18.1. **(ACC)** ACC aircraft or aircraft under ACC oversight may perform touch-and-go landings. See appropriate AFI 11-2 MDS-Specific series for restrictions, limitations and procedures along with the following guidance:

5.18.1.1. **(Added-ACC)** Dual controlled fighter/attack aircraft must have an IP/Flight Examiner pilot on board and the sortie must be an approved syllabus/requalification training flight.

5.18.1.2. **(Added-ACC)** Dual controlled non-fighter/attack aircraft must have an IP, flight examiner pilot or aircraft commander occupying one set of the flight controls.

5.18.1.3. **(Added-ACC)** Two-seat fighter/attack aircraft part of a Formal Training Unit (FTU) may execute touch-and-go landing demonstrations if they are required by an approved FTU upgrade syllabus and have an IP in the front cockpit.

5.18.2. Touch-and-go landings are authorized if required by courses listed in the Air Force Education Training Course Announcement (ETCA) database (<https://etca.randolph.af.mil/>).

5.19. Dropping Parachutists or Objects or Fuel Jettison. The PIC will not allow the dropping of parachutists or objects, or jettison of fuel from the aircraft except in an emergency or when required for mission accomplishment.

5.19.1. **MAJCOM Responsibilities.** MAJCOMs will ensure airdrops comply with applicable directives.

5.19.2. **PIC Responsibilities.** The PIC will:

5.19.2.1. When jettisoning fuel and circumstances permit, notify the appropriate ATC or flight service facility of intentions, altitude, location, and when the operation is complete.

5.19.2.2. Drop chaff containing rope elements IAW AFI 13-201 and JO 7610.4.

5.19.2.3. Report any accidental loss of equipment or aircraft parts or jettisoning of fuel or cargo IAW AFMAN 10-206, *Operational Reporting*, and AFMAN 91-223, *Aviation Safety Investigations and Reports*.

5.20. Aircraft Lighting.

5.20.1. **Reduced Lighting.** MAJCOMs may authorize reduced or light-out operations in restricted areas, warning areas or host nation approved areas. Host nation approved areas may be documented in a LOA or host nation regulatory documentation.

5.20.2. **Aircraft Lighting During Formation Operations.** MAJCOMs may authorize formation flights to vary their 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.

5.20.2. (ACC) **Aircraft Lighting During Formation Operations.** All aircraft flying in **non-standard** formation not operating IAW paragraph 5.20.1 must have, as a minimum, visible external lighting operating IAW paragraphs 5.20.2 and 5.20.3 of the basic AFI. **Standard** formation flights not operating IAW paragraph 5.20.1 will comply with AFI 11-2 MDS-Specific, Volume 3 guidance and, as a minimum, the last aircraft in the formation must have visible external lighting operating IAW paragraphs 5.20.2 and 5.20.3 of the basic AFI.

5.20.3. **Position Lights.** Illuminate all position lights between official sunset and sunrise:

5.20.3.1. Immediately before engine start and when an engine is running. Aircraft that do not have power available before start shall turn them on as soon as power is available.

5.20.3.2. When parked in an area likely to create a hazard or while being towed, unless clearly illuminated by an outside source.

5.20.4. **Anticollision and Strobe Lights.** Anticollision lights and strobe lights are not the same. For the purposes of this section, anti-collision lights are the primary flashing light system on the aircraft intended to attract the attention of others to enhance see and avoid operations, while strobe lights are systems such as wingtip strobes or other similar strobe light installations.

5.20.4.1. **Ground Operations.** Aircraft equipped with anticollision lights will display these lights IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*.

5.20.4.1. **(ACC) Ground Operations.** Anti-collision or strobe light usage is optional during ground operations prior to taxi and for End of Runway checks, if the PIC determines it would be in the best interest of safety.

5.20.4.1.1. **(Added-ACC) HC-130 only.** Other than approved NVG/covert operations, 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.

5.20.4.2. **Airborne Operations.** Aircraft equipped with anticollision and strobe lights will operate these lights as follows:

5.20.4.2. **(ACC) Airborne Operations.** Aircraft equipped with anti-collision and strobe lights must operate the aircraft’s anti-collision and strobe lights to the maximum extent practicable.

5.20.4.2.1. Anticollision lights must be on from takeoff to landing.

5.20.4.2.2. Strobe lights shall be operated IAW MAJCOM or aircraft T.O. guidance.

5.20.4.2.2. **(ACC) Only HC-130s equipped with red/white strobes:** Red strobe lights should be used at night and white strobe lights should be used during daylight.

5.20.4.2.3. The PIC may turn off anticollision lights when required for safety.

5.20.4.2.4. The PIC may continue a mission with the failure of any light of the anticollision light system to the first practical stop where repairs can be made.

5.20.5. **Landing Lights.** Aircraft must have at least one operable landing light. Helicopters equipped with a searchlight that provides sufficient light for landing may substitute that for an operable landing light. Covert landing lights meet this requirement during NVD use.

5.20.5.1. Landing lights will be illuminated below 10,000 ft. MSL, day or night, within operational constraints.

5.20.5.2. When mission requirements dictate, use of landing lights is optional during take-off/landing, if the aircraft is equipped with an operational sensor that provides a visual representation of the runway environment. Operations must comply with paragraph 5.12.1.

5.20.5.3. When other aircraft are operating in the pattern, landing light off operations should be limited to specific training and operational requirements.

5.21. 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), MTRs or host nation approved airspace IAW the guidelines in AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*. Aircraft deployed or based at overseas locations will operate IAW applicable host nation agreements or ICAO SARPs. 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.

5.21.1. **(Added-ACC)** The minimum altitude for performing aerobatics and Air Combat Training (ACT) is 5,000 feet AGL or as stated in AFI 11-2 MDS-Specific, Volume 3, whichever is higher. Aerobatic maneuvers are authorized below 5,000 feet AGL to the extent necessary to accomplish the low altitude training events authorized in AFI 11-2 MDS-Specific, Volume 1.

5.22. Participating in Aerial Events.

5.22.1. The PIC will ensure compliance with AFI 11-209, when participating in aerial events, demonstrations, and static displays.

5.22.2. When a NOTAM imposes a TFR during an airshow, major sporting event, natural disaster, etc, no aircraft may operate in the designated airspace except IAW the authorization, terms and conditions of the TFR.

5.23. Tobacco Use on USAF Aircraft. Tobacco use is prohibited on USAF or contract aircraft.

5.23. (ACC)Use of tobacco products aboard any ACC aircraft, aircraft under ACC oversight, or within RPA ground control stations including the control element is prohibited.

5.24. Landing With Hot Armament. MAJCOMs will ensure units develop procedures for handling aircraft that land with live armament to ensure the safe conduct of such operations.

5.24. (ACC)Landing with Hot Armament. Units will develop and follow local procedures for handling aircraft landing with hot armament to be published in the local supplement to the AFI 11-2 MDS-Specific Volume 3 and the base-specific Instruction 11-250 (if applicable).

5.24.1. Before landing with hot armament or practice munitions at any airfield where such procedures are not known, the PIC must:

5.24.1.1. Advise the tower of the circumstances, and

5.24.1.2. Advise transient alert and other appropriate agencies, and

5.24.1.3. Request taxi instructions to a designated safe (de-arm) area.

5.24.2. After landing, the PIC must:

5.24.2.1. Avoid taxiing into an area that could threaten personnel or equipment, and

5.24.2.2. Ensure the ground crew is aware of the armament on board, and

5.24.2.3. Request assistance from the nearest Air Force facility, if necessary.

5.25. Pilot Reporting Procedures. In addition to the reporting requirements listed elsewhere in this instruction, AIM, AFMAN 11-217 series, or ICAO/host-nation instructions, pilots will report:

5.25.1. **Position.** Pilots will report their position as requested by ATC and as required by host-nation or ICAO flight procedures in uncontrolled airspace. Use the position reporting format found in the En route Supplement.

5.25.2. **Hazardous Laser Activity.** Pilots will report any hazardous laser activity encounters IAW AIM 7-5-12 and AP/1. Laser encounters can be extremely perilous, see AFI 11-301, Volume 4, *Aircrew Laser Eye Protection*, for specific aircrew actions and more information on protection from laser illumination.

5.25.3. **Pilot Reports (PIREPs).** Pilots will immediately report hazardous weather conditions, volcanic activity, and large concentrations of birds or wildlife on or near the airport/airfield to the ARTCC, terminal ATC, or FSS. Additionally, pilots are urged to report any significant flight condition information. Pilots operating in warning areas should forward significant weather reports to the appropriate controlling agency (e.g., ARTCC, military radar unit, Airborne Warning and Control System, etc). In all cases, follow up with a report to a Pilot-to-Metro Service (PMSV) to ensure rapid dissemination to other using agencies. See PIREP procedures in the FIH.

5.26. Operations in the vicinity of hazards. Unless MAJCOM-approved, USAF aircraft will not be operated in any forecast or actual severe condition (e.g. severe icing, turbulence, actual Bird Watch Condition SEVERE, etc). See AFH 11-203 and AFI 91-202 for detailed information.

5.26.1. **Takeoff, Approach, and Landing.** Pilots will not takeoff, land, or fly an approach at an airport where thunderstorms or other hazardous conditions are producing hail, strong winds, gust fronts, heavy rain, lightning, windshear, and (or) microbursts.

5.26.1. (ACC) In the vicinity of the airport of intended takeoff and/or landing, maintain at least 5 NM separation from heavy rain showers. The OG/CC or designated representative may authorize approaches or departures if thunderstorms are officially observed to be closer than 10 NM from the airport. Thunderstorms must not be producing hazardous conditions at either the airport or in the landing or takeoff corridors being used. Thunderstorms must not be forecast or observed to be moving in directions that threaten either the airport of landing/takeoff corridors.

5.26.1.1. **Bird Watch Condition (BWC).** In the absence of MAJCOM or MDS-specific BWC guidance, USAF pilots will comply with the following:

5.26.1.2. BWC MODERATE: Operational commanders will consider restricting formation departures, approaches, and pattern work. To increase the chances of seeing and avoiding birds, PICs should avoid hard turns or excessive climb angles. During BWC Phase II periods, PICs will accomplish one approach to a full stop unless mission needs warrant additional approaches and sufficient fuel exists to divert if BWC changes to SEVERE.

5.26.1.3. BWC SEVERE: PICs shall not conduct flight operations except in an emergency. Arriving aircraft will either hold awaiting a lower BWC, or will divert. Non-emergency landings in BWC SEVERE require risk acceptance approval by the operations group commander (or airbase wing commander if no OG/CC) responsible for the airfield's flight operations.

5.26.1.4. Civil or Foreign Fields. PICs will follow BWC MODERATE procedures if they receive a civilian ATC/ATIS hazard advisory to use caution for birds in the vicinity.

5.26.1.5. PICs can expect NATO countries to comply with NATO STANAG 3879. Use this intensity conversion: 0-4: low, 5: medium, 6-8: severe. Risks warning updates for NW Europe can be obtained via: <https://www.notams.jcs.mil/common/birdtam.html>.

5.26.2. **Thunderstorms.** Pilots shall not intentionally operate into a thunderstorm except when operating on a MAJCOM-approved mission specifically requiring thunderstorm penetration. Damaging lightning strikes, electrostatic discharges and hail encounters can

occur in apparently benign conditions. Pilots shall not fly in IMC in the vicinity of actual thunderstorms without operable radar, unless specifically approved by the MAJCOM.

5.26.3. Flight Planned Route. When forecast, observed or reported hazardous weather activity (thunderstorm or other severe weather condition) affects the planned route, pilots will alter the route of flight to avoid the hazard, delay the scheduled mission or proceed to a suitable alternate. Pilots shall use all available information including ground and on-board radar, PMSV, and PIREPs to avoid hazardous or severe weather conditions.

5.26.3. (ACC) Flight Planned Route. Avoid thunderstorm activity by any means available by at least:

5.26.3.1. **(Added-ACC)** 20 NM laterally at or above FL 230.

5.26.3.2. **(Added-ACC)** 10 NM laterally below FL 230.

5.26.4. Wake Turbulence and Windshear. Pilots will:

5.26.4.1. **Report Wake Turbulence.** Notify ATC when encountering wake turbulence. Pilots should observe wake turbulence avoidance criteria in AFMAN 11-217, Volume 3, *Supplemental Flight Information*, and FLIP.

5.26.4.2. **Report Windshear.** Immediately report a windshear or microburst encounter on takeoff, approach or landing to the most appropriate agency (e.g., control tower, approach control, PMSV) and if possible include: the altitude, loss or gain in airspeed or altitude, the type of aircraft and the location of occurrence (see AFH 11-203, Volume 1).

5.26.5. Volcanic Activity. Unless conducting rescue operations or when authorized by the MAJCOM/A3, pilots of Air Force aircraft will not operate in an area of known or reported hazardous volcanic activity. MAJCOMS may issue MDS-specific guidance on ground and flight operations, including pilot actions for inadvertent ash encounters and ash avoidance criteria for areas of known or forecast hazardous volcanic ash concentrations. In the absence of MAJCOM guidance, pilots shall not plan to operate within 50 NM of any hazardous volcanic ash without MAJCOM/A3 approval. Consult an authorized weather source (see para. 2.6.) for current Volcanic Ash Advisory Center (VAAC) ash cloud information (or SIGMET). If unable to contact an authorized weather source, pilots will consider those areas identified on international VAAC depictions (or SIGMETs) as hazardous. In ground or flight operations, any encounters with volcanic ash should be reported as soon as possible to the appropriate controlling agency and aircraft maintenance authorities. In all cases, follow up with a report to a PMSV, or other applicable weather agency, to ensure rapid dissemination to other using agencies. See PIREP procedures in the FIH.

5.26.5.1. **(Added-ACC) Operations in Areas of Volcanic Ash Activity.** Review all NOTAMS and Air Traffic Control directives for current status of volcanic activity. To the maximum extent possible, avoid flight in areas of known volcanic ash activity (volcanoes producing ash and the ash cloud) by 50 NM unless operational necessity dictates and is ACC/A3 approved. See AFH 11-203V1, *Weather for Aircrews*, for additional guidance.

5.26.6. Freezing Precipitation (Ice/Snow/Frost). Pilots will 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 program manager or flight manual.

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

5.26.6.2. Light frost (up to 1/8 inch thick) caused by supercooled 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 all icing. If deicing is required on any other aircraft surface, the underwing frost shall also be removed.

5.26.6.3. 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* available at <https://www.toindex-s.wpafb.af.mil>.

5.26.6.3.1. Approved annual deicing/anti-icing holdover tables are available at the HQ AFFSA/A3OF website: <https://afkm.wpafb.af.mil/a3of>.

5.27. Traffic Alerting and 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 the provisions of paragraph 5.27.2, MAJCOM guidance, mission requirements or host nation agreements dictate otherwise.

5.27.1. **Response to TCAS Alerts.** Pilots shall respond to all RAs as directed by the TCAS system unless doing so would jeopardize the safe operation of the aircraft (e.g., descent into obstacles).

5.27.1.1. Pilots shall not deviate from an assigned ATC clearance based solely on TA information. Attempt to attain visual contact and maintain safe separation.

5.27.1.2. In the event of an RA, alter the flight path only to the extent necessary to comply with the RA.

5.27.1.3. Pilots who deviate from an ATC clearance in response to an RA shall 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.

5.27.1.4. If a TCAS RA requires maneuvering contrary to ATC instructions, right-of-way rules, cloud clearance requirements, or other VFR/IFR flight rules, pilots are expected to follow the TCAS RA.

5.27.2. Formation TCAS Operations.

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

5.27.2.2. During refueling operations the tanker aircraft will operate in TA mode.

5.27.3. **UAS TCAS Operations.** RPAs equipped with TCAS shall only operate in TA Mode unless specifically authorized by competent authority.

5.28. Terrain Awareness and Warning Systems (TAWS). Pilots will comply with appropriate flight manual procedures upon receipt of a Ground Proximity Warning System (GPWS)/TAWS/Enhanced GPWS (EGPWS)/Ground Collision Avoidance System (GCAS)

warning. During day/VMC flight, terrain warnings need not be followed if the pilot can verify the warning is false by visual contact with the terrain/obstacle.

5.28.1. MAJCOMs will establish guidance on TAWS use during tactical operations.

5.29. Navigation Procedures for Higher Latitudes. (See AFMAN 11-217, Volume 1)

5.29.1. Aircraft capable of displaying only magnetic heading are prohibited from operating in designated Areas of Magnetic Unreliability (AMU). For areas north of 70 N and south of 60 S that are not officially designated as AMUs, MAJCOMs will determine the highest allowable latitude for aircraft capable of displaying only magnetic heading.

5.29.1.1. MAJCOMs must provide aircraft-specific operational approval prior to en route and terminal area operations using navigation aids oriented to true or grid.

5.29.1.2. Outside of AMUs, aircraft unable to display true or grid heading may use navigation aids oriented to true or grid for en route navigation if allowed by MAJCOM.

5.29.1.2.1. **(Added-ACC)** All ACC and ACC-gained aircraft may conduct en route and terminal area operations using navigation aids oriented in true or grid only if they are equipped with a heading reference capable of being displayed in true (or grid).

5.29.2. Unless otherwise restricted by aircraft flight manual or MAJCOM directives, USAF aircrews are authorized to fly true or grid approaches.

5.29.2.1. Except as noted in paragraph 5.29.2.2 aircraft must possess a true or grid heading source, and be able to display true or grid heading on appropriate navigation displays in order to fly terminal area true or grid instrument procedures in night or IMC.

5.29.2.2. Aircraft without a true or grid heading source may fly true or grid RNAV (GPS) approaches and true or grid RNAV departure procedures at night or IMC provided the RNAV procedure includes all required magnetic course information.

5.30. UAS Abnormal Flight Operations. If ATC loses the RPA transponder signal or the ability to determine the position or altitude of the RPA, the pilot will declare an emergency, attempt to transmit IFF code 7700 (or 7600, if appropriate), terminate the mission, and proceed to either home station or the nearest suitable DoD-controlled airspace/airfield for landing. The pilot will state intentions to ATC and also provide ATC with position reports when requested for tracking.

5.30.1. In the event of a divert, the pilot will coordinate a route of flight and new clearance with ATC that minimizes any hazard to other air traffic and persons on the ground.

5.31. UAS Lost-Link Procedures. Upon confirmation of a sustained loss of command link, the PIC will accomplish appropriate lost link procedures and notify ATC with the following information: time of lost link, last known position, altitude, and programmed lost link routing. The PIC shall confirm execution of appropriate lost link procedures with ATC or other means, if practical.

5.31.1. The PIC will ensure the RPA is programmed to follow a predictable route and altitude plan if it loses link. If practical, lost link routing will be programmed to maintain either the RPA's last assigned clearance or include a delay to enable coordination with ATC prior to aircraft departing its approved working area. The PIC shall attempt to regain command link and will notify ATC of anticipated aircraft maneuvers. Lost link routing shall

be planned to ensure that the aircraft has sufficient obstacle clearance and does not penetrate unauthorized airspace.

5.31.2. Lost link routing will terminate in an area that provides the best chance to regain link or at a landing/recovery airfield. If unable to reestablish link, and in absence of MAJCOM-specific guidance, the PIC will inform ATC of the intended flight termination plan.

5.32. (Added-ACC) Laser Command Pointers (LCP) and Laser Eye Protection (LEP). The list of authorized LCP and LEP is located on the HQ ACC/A3TV website. Aircrew using LCP and LEP will follow the guidance in their MDS specific volumes 3 and the following:

5.32.1. **(Added-ACC)** All aircrew and ground support personnel who routinely use LCPs must receive training IAW AFOSHSTD 48-139, para. 2.4., and be placed on the medical surveillance program IAW AFOSHSTD 48-139, para. 2.5. All aircrew members expected to operate in operational areas requiring LEPs must receive laser awareness training.

5.32.1.1. **(Added-ACC)** Aircrews should conduct familiarization training with LCPs prior to field operations. This will help identify locations and angles of canopy lasing that 1) result in significant reflections, refractions or transmission losses and 2) produce unnecessary or unacceptable glare effects that could degrade performance of either pilot or WSO.

5.32.2. **(Added-ACC)** LEP will be worn when:

5.32.2.1. **(Added-ACC)** Employing a handheld LCP.

5.32.2.2. **(Added-ACC)** A reflection hazard exists (e.g., inside the cockpit).

5.32.2.3. **(Added-ACC)** Observing or assisting in a ground test of an LCP.

5.32.2.4. **(Added-ACC)** In a designated landing zone (LZ) or terminal area (TA) and the use of laser pointers is anticipated.

5.32.2.5. **(Added-ACC)** LEP with side protection must be worn when employing LCP in a cockpit, where a reflection hazard exists or during a ground test.

5.32.3. **(Added-ACC)** Put on LEP (when required) prior to removing the LCP safety cap. Flight leads/aircraft commanders will confirm LCP employing flight members/aircrew are wearing LEP prior anyone employing an LCP under any conditions where a reflection hazard exists.

5.32.4. **(Added-ACC)** Remove and stow LEP prior to take-off, air refueling and landing (N/A for enlisted aircrew positions).

5.32.5. **(Added-ACC)** All aircrew will comply with the following procedures:

5.32.5.1. **(Added-ACC)** Fixed-wing flight leads will ensure a minimum of 1,000-foot separation between LCP employing aircraft and other aircraft. (Assumes no magnifying devices are being used.)

5.32.5.2. **(Added-ACC)** If all personnel in the area to be designated are wearing LEP, the minimum LCP employment altitude is:

5.32.5.2.1. **(Added-ACC)** Fixed-wing aircraft: 1,000 ft AGL.

5.32.5.2.2. **(Added-ACC)** Rotary-wing aircraft: No minimum altitude provided the LCP is not pointed toward any aircraft, person or specular surface (i.e., water, glass, mirrors, reflecting surfaces etc.).

5.32.5.3. **(Added-ACC)** If non-LEP equipped personnel are in the area to be designated, minimum LCP employment altitude is 3,000 feet AGL or 3,000 feet slant range from the target.

5.32.5.4. **(Added-ACC)** LCPs should not be employed if the absence of personnel using image magnifying devices in an area to be designated cannot be verified. If LCPs must be used under such conditions for training, they may only be employed at ranges or altitudes exceeding the Nominal Ocular Hazard Distance (NOHD) for viewing with 12cm telescopes (see ACC Approved Laser Devices listing on HQ ACC/A3TV website). Use under these conditions during contingency operations must be assessed for risk to unprotected personnel.

5.32.5.5. **(Added-ACC)** Flight leads/aircraft commanders will make a "laser safe" call when LCP use is terminated and the safety cap is in place.

5.32.6. **(Added-ACC)** Aircrew should exercise caution when employing LCPs in the vicinity of night vision equipment and infra-red sensors. Potential damage to these systems with subsequent degradation in mission performance can occur.

5.32.6.1. **(Added-ACC)** After any flight potentially in the vicinity of laser operations, post-flight NVGs through the ground tester and ensure they are performing at the same level as before the flight to ensure no laser damage to the NVGs occurred.

5.32.7. **(Added-ACC)** Commanders must ensure a Laser Safety Officer (LSO) has been designated and that they have received laser safety training IAW AFOSHSTD 48-139, para.2.4.

5.32.8. **(Added-ACC)** Organizations must notify the installation LSO and Bioenvironmental Engineering prior to first use or testing of LCPs to assure training requirements and other controls are satisfied and to obtain assistance in establishing a laser controlled area for ground testing of the LCP.

5.32.9. **(Added-ACC)** Unit procedures for using LCPs should follow manufacturer's guidance and requirements of ACC General Flight Rules and provide procedures that will minimize the potential for unintentional lasing (e.g., secure storage, storage without batteries, use of aperture caps, etc.).

5.32.10. **(Added-ACC)** Combat units must notify and obtain approval of LCP use from the Range Operations Officer or Range Control Officer (RCO) when training on active Air Force, ANG or AFRC ranges. The RCO will be notified and approve use of a laser when it is initially turned on and will acknowledge notification by the user that the laser is turned off upon completion of laser activity.

5.32.11. **(Added-ACC)** Unexpected or inadvertent lasing of friendly aircraft or personnel must be reported to the Tri-Service Laser Safety Hotline at 1-800-473-3549, DSN 240-4784, or via email at: laser.safety@brooks.af.mil.

5.33. (Added-ACC) Functional Check Flight Program (N/A RC/OC/WC/TC-135, E-4B, E-3). The OG/CC and MXG/CC are responsible for the management and administration of the

wing FCF program IAW AFI 21-101, the corresponding ACC supplement and this supplement. Group commanders, officers in charge of FCFs and unit quality assurance (QA) FCF managers are responsible for ensuring compliance with these procedures. In addition to the mentioned references, the following guidance applies:

5.33.1. **(Added-ACC)** OG/CCs will:

5.33.1.1. **(Added-ACC)** Designate a unit officer in charge of FCFs.

5.33.1.2. **(Added-ACC)** Establish a unit FCF checkout and continuation training program.

5.33.1.3. **(Added-ACC)** Review qualifications of all assigned and attached aircrew members and select highly qualified individuals as FCF flight crews.

5.33.2. **(Added-ACC)** Officer in charge of FCFs:

5.33.2.1. **(Added-ACC)** Is a current and qualified pilot or WSO, is qualified to conduct FCFs and can serve as FCF checkout pilot. If the OIC is a WSO, then the deputy OIC must be a qualified pilot.

5.33.2.2. **(Added-ACC)** Ensures standard FCF profiles and associated procedures are established for each type of assigned aircraft. Ensures tailored profiles are developed when specific procedures from the standard profile are not required to verify functional ability of the system causing the FCF.

5.33.2.3. **(Added-ACC)** Serves as a liaison between maintenance and operations in areas of flying safety, standardization and operational maintenance priorities with respect to the FCF program.

5.33.2.4. **(Added-ACC)** Ensures the information file for briefing FCF flight crews is maintained.

5.33.2.4.1. **(Added-ACC)** Mission profile for each type of assigned aircraft, consisting of checks to be accomplished, presented in consecutive order.

5.33.2.4.2. **(Added-ACC)** Unit directives concerning FCF procedures.

5.33.2.4.3. **(Added-ACC)** A FCF checklist for each type of assigned aircraft.

5.33.2.4.4. **(Added-ACC)** Map of local FCF area or route of flight.

5.33.2.4.5. **(Added-ACC)** List of authorized FCF crew members signed by the appropriate squadron commander. Retain certification letters in aircrew training folder and document on letter of Xs.

5.33.2.4.6. **(Added-ACC)** Copy of TO 1-1-300.

5.33.2.5. **(Added-ACC)** Oversees overall management and use of FCF flight crews.

5.33.3. **(Added-ACC)** The QA FCF manager will:

5.33.3.1. **(Added-ACC)** Coordinate with the OIC of FCFs to ensure standard FCF profiles and associated procedures are established for each type of assigned aircraft. When a full FCF profile is not required, coordinate a tailored profile by eliminating procedures from the standard profile not required to verify functional ability of the system causing the FCF.

5.33.3.2. **(Added-ACC)** Notify the OIC for FCFs or the flying squadron when there is a requirement for FCF crews.

5.33.3.3. **(Added-ACC)** Ensure that each FCF crew is briefed on documentation requirements for the AFTO Form 781 series and the -6 T.O. FCF checklists, when applicable.

5.33.4. **(Added-ACC)** Fly FCFs under IFR control to the maximum extent possible.

5.33.5. **(Added-ACC) Unit Procedures.** Local FCF procedures not covered in the appropriate AFI 11-2MDS-Specific Volume 3 will be published in the AFI 11-2MDS-Specific Volume 3 supplement, or in a separate FCF operating instruction, to include, as a minimum:

5.33.5.1. **(Added-ACC)** Any applicable T.O. 1A-MDS Specific-6, Scheduled Inspection and Maintenance Requirements or restrictions.

5.33.5.2. **(Added-ACC)** Any expanded aircrew preflight checks required for FCFs.

5.33.5.3. **(Added-ACC)** FCF specific ground procedures (compass swing, taxi check).

5.33.5.4. **(Added-ACC)** Any FCF specific radio procedures.

5.33.5.5. **(Added-ACC)** Any FCF specific radar control procedures.

5.33.5.6. **(Added-ACC)** Any FCF specific procedures to enter test area.

5.33.5.7. **(Added-ACC)** Any FCF specific debriefing procedures.

5.33.6. **(Added-ACC) Waivers.** OG/CCs may authorize temporary waivers for aircrew qualification, for a specific flight, when operational requirements dictate. Permanent waivers, not otherwise granted in this publication, require HQ ACC/A3T (HQ AFRC/A3T for AFRC units) approval.

5.34. (Added-ACC) Operational Check Flight (OCF) Program. OCFs will be flown when operational checks are listed as required by MDS Specific-1 and/or the -2 series tech order documents.

5.34.1. **(Added-ACC)** The OG/CC is responsible for the management and administration of the wing OCF program.

5.34.2. **(Added-ACC)** Manning and responsibilities for the OCF Program are the same as those for the FCF Program.

5.34.3. **(Added-ACC)** OCFs will be flown by experienced aircrews (not required to be an FCF qualified aircrew) and will be accomplished following procedures coordinated between the OIC for FCFs and the QA FCF manager.

5.34.4. **(Added-ACC)** OCFs will be kept to a minimum and are not used to replace FCF requirements.

5.34.5. **(Added-ACC)** Local OCF procedures not covered in the appropriate AFI 11-2MDS-Specific Volume 3 will be published in the MDS Vol 3 supplement, or in a supplement to this publication.

5.35. (Added-ACC) ORM Program. ORM is a shared responsibility between commanders, supervisors, and aircrew. Incorporate ORM into daily flight operations to identify risks

associated with the mission, identify areas of risk mitigation, and to determine the appropriate authority level required to release the mission.

5.35.1. **(Added-ACC)** Ensure a risk assessment is completed for each aircraft and its pilot/crew prior to being released for the mission.

5.35.2. **(Added-ACC)** Tailor the ORM process to the MDS, mission, and other unit specific elements. ORM process guidance can be found in AFPAM 90-902 which provides definitions, guidelines, procedures and tools for ORM integration and execution. Examples of existing ORM assessment tools (worksheets, briefing guides, etc) are located on the ACC/SE website.

Chapter 6

AIRCREW FLIGHT EQUIPMENT SYSTEMS

6.1. General Information. This chapter provides basic flight equipment guidance for aircrew.

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

6.1.2. Passenger Briefing. The PIC will ensure each passenger is briefed before flight. Minimum briefing items must include: emergency signals and required emergency actions; the location and use of emergency exits; wear and use of parachutes; use of oxygen and other associated survival equipment.

6.2. Aircrew Flight and Survival Equipment. Each crewmember shall wear and use survival and aircrew flight clothing and equipment IAW AFI 11-301 *Aircrew Flight Equipment (AFE) Program*, AFI 16-1301, *Survival, Evasion, Resistance and Escape (SERE) Program*, MAJCOM guidance, SPINS and the aircraft T.O.

6.2. (ACC) Personal and Survival Equipment. Aircrew flight equipment, training requirements and policy is IAW AFI 11-301V1. Fighter Index of Thermal Stress (FITS) Chart is contained in [Attachment 4 \(Added\)](#) of this supplement.

6.2.1. (Added-ACC) Parachutes. Parachutes will be pre-positioned aboard ACC aircraft IAW AFI 11-301V1 and employed as follows:

6.2.1.1. (Added-ACC) Personnel will wear parachutes when directed by the PIC or IAW AFI 11-2 MDS-Specific, Volumes 3 or operational CONOPS.

6.2.1.2. (Added-ACC) Occupants of ejection seats in B-1 aircraft may unstrap the torso harness, leg and arm restraints during non-critical phases of flight provided the ejection handle lock is in the locked position, ejection mode knob is in the manual position, ejection seat safety pins are installed, seat belt remains fastened, and adverse weather/turbulence is not expected. This does not preclude briefly vacating/swapping seats at safe clearance altitudes, pattern altitudes, or safe distance from tanker at the discretion of the aircraft commander.

6.2.2. (Added-ACC) Seat belts, harnesses, or safety belts. See guidance for the wear of seat belts below: (RPA ground control stations are exempt from the aircrew seat belt requirements.)

6.2.2.1. (Added-ACC) The aircraft commander must ensure each occupant has an approved seat equipped with a safety belt.

6.2.2.2. (Added-ACC) Seat belts are mandatory:

6.2.2.2.1. (Added-ACC) When occupying an ejection seat. This does not apply to bomber aircrew during stationary ground operations with the seat ejection safety pin(s) installed.

6.2.2.2.2. (Added-ACC) During takeoffs and landings.

6.2.2.3. **(Added-ACC)** Passengers and crewmembers will wear a seat belt, while seated during flight to avoid injury in the event of sudden turbulence.

6.2.2.4. **(Added-ACC)** When directed by the aircraft commander.

6.2.2.5. **(Added-ACC)** When mission-essential duties make the wearing of a seat belt impractical, aircrew members not occupying an ejection seat are exempt from wearing a seat belt at the discretion of the aircraft commander.

6.2.2.6. **(Added-ACC)** Except when under the supervision of a qualified crewmember, passengers will remain seated with their seat belts fastened during air refueling operations.

6.2.2.7. **(Added-ACC)** In helicopters, except when mission requirements dictate the use of another restraint device. At least one pilot will have seat belts and shoulder harness fastened during ground operations when rotors are turning.

6.2.2.8. **(Added-ACC)** E-3, E-4 and E-8 flight engineers are exempt from wearing shoulder harnesses during takeoffs and landings.

6.2.3. **(Added-ACC)** Personal equipment including helmets, oxygen masks, anti-G equipment, flight clothing, and flight gloves:

6.2.3.1. **(Added-ACC)** Minimum flight clothing and aircrew flight equipment requirements will be IAW AFI 11-301V1 and the corresponding ACC Supplement. OG/CCs shall specify additional aircrew flight clothing based on mission requirements in the local supplement to the AFI 11-2 MDS-Specific Vol 3.

6.2.3.2. **(Added-ACC)** Aircrew members will wear flight clothing IAW AFI 11-301V1 and the corresponding ACC Supplement. Aircrew members authorized to wear the Air Force short/long sleeve light blue blouse/shirt or civilian clothes while performing aircrew duties in ACC aircraft or aircraft under ACC oversight are exempt from this paragraph.

6.2.3.3. **(Added-ACC)** All bomber crewmembers will wear helmets during initial takeoff/climb out, air refueling from 1/2 mile through termination of actual refueling operations, low altitude training routes, flight characteristics demonstration, flight below 10,000 feet MSL and any time an armed ejection seat is occupied. Pilots will have a visor down during any operations exceeding 300 KIAS below 10,000 feet MSL. If the visor interferes with the ability to see the instruments or terrain, minimize the time spent with the visor up.

6.2.3.4. **(Added-ACC)** When aircrew members or incentive/orientation flight participants wear flight helmets, comply with the following guidance:

6.2.3.4.1. **(Added-ACC)** When crewmembers wear helmets, their hair must be loose and unbound, must not extend below the bottom of the collar and will not be so bulky that the helmet will not fit properly. Wear of the hair under the helmet must leave the overall shape of the head unchanged. **(EXCEPTION:** Female aircrew members will only wear hair in a bun, braids, ponytail or otherwise bunched up if the unit aircrew flight equipment shop can ensure proper flight helmet fit in accordance with the applicable technical order guidance.

6.2.3.4.2. **(Added-ACC)** Female aircrew members and orientation flight participants must not use hard-surface hair-retention devices such as barrettes, clips or pins under the helmet.

6.2.3.4.3. **(Added-ACC)** The use of a larger size helmet or removing layers of the thermal plastic liner to accommodate hair bulk to achieve a proper fit is not authorized (N/A for helicopter SPH-4AF helmet shell). In some cases, hair may need to be cut to achieve a proper fit with the helmet, even though hair length is within AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*, standards.

6.2.3.4.4. **(Added-ACC)** Hair must be worn above the bottom of the collar or contained within the basic confines of the helmet.

6.2.3.4.5. **(Added-ACC)** Hair must not interfere with snug fitting of the nape strap or earcups.

6.2.3.4.6. **(Added-ACC)** Use of the absorbent liner (skull cap) may allow aircrew members with longer hair to attain proper helmet fit given the above criteria.

6.2.4. **(Added-ACC) Individual survival equipment, including survival vests and anti-exposure suits.** (For ejection seat aircraft; N/A U-2) Units will incorporate survival vest wear guidance into either the AFI 11-2MDS-Specific Volume 3 or its local supplement. Guidance will take into account the operational environment, sortie content and availability of rescue forces.

6.2.5. **(Added-ACC) Pressure suits above FL 500 (N/A F-22).** OG/CCs shall determine the policy for pressure suits for flight above FL 500 (specifically establish time, altitude limits and recovery procedures).

6.3. Spectacles, Sunglasses, Contact Lenses, Laser Eye Protection, and NVDs.

6.3.1. **Spectacles.** Crewmembers who wear corrective spectacles while performing aircrew duties must use only Air Force-provided spectacles and sunglasses. Crewmembers must carry a spare set of clear prescription spectacles while performing aircrew duties.

6.3.2. **Sunglasses.** All crewmembers of USAF aircraft shall wear only Air Force-provided sunglasses, based on the Aircrew Flight Frame (AFF), while performing in-flight aircrew duty. Individuals are authorized two pair every two years, obtained through individual equipment supply processes.

6.3.3. **Contact Lenses.** Crewmembers who desire contact lenses must consult with the flight surgeon, meet criteria and follow guidelines outlined in AFI 48-123. While performing aircrew duty, comply with paragraph 6.3.1.

6.3.4. **Laser Eye Protection.** MAJCOMs that permit aircrew laser eye protection will publish specific guidance on training and use prior to in-flight wear. Aircrew will follow AFI 11-301, Volume 4, or MAJCOM guidance, during and after hazardous laser encounters.

6.3.5. **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. If wearing corrective lenses, clear AFF protective lenses, or laser eye protection with NVDs, conduct pre-flight adjustments wearing both.

6.3.5.1. **(Added-ACC)** USAF Flight Surgeons must screen pilots who use NVG or NVG/HUD equipment IAW AFI 48-123 and AL-SR-1992-0002 (SGST-3).

6.4. Oxygen Requirements. (N/A for UAS ground control stations) The PIC shall ensure sufficient oxygen for the planned mission (including contingencies) is available to all occupants before takeoff. Normally, aircrew will use supplemental oxygen anytime the cabin altitude exceeds 10,000 ft MSL.

6.4.1. Unpressurized Operations. When mission essential, aircrew trained IAW AFI 11-403, *Aerospace Physiological Training Program*, may operate aircraft unpressurized above 10,000 ft. MSL without supplemental oxygen IAW MAJCOM guidance and the following restrictions:

6.4.1. (ACC) Unpressurized Operations. For any scheduled mission where cockpit pressure will exceed 18,000 feet MSL, all aircrew members/occupants will prebreathe 100% oxygen for at least 30 minutes prior to the cabin altitude exceeding 10,000 feet MSL. Any break in this prebreathing cycle will require either starting the cycle again or removal of the affected individual from the flight.

6.4.1.1. Total flight time (without supplemental oxygen) above 10,000 ft. MSL shall not exceed 1 hour if any portion of the flight above 10,000 ft. MSL is in IMC, at night, or when using NVGs, employing weapons, conducting airdrop or air-refueling, or performing high-g maneuvers.

6.4.1.2. Maximum of 30 minutes (without supplemental oxygen) between 12,500 and 14,000 ft. MSL.

6.4.1.3. Supplemental oxygen must be used by all persons while above 14,000 ft. MSL.

6.4.1.4. Any occupant, not trained IAW AFI 11-403, limits the cabin altitude to:

6.4.1.4.1. 10,000 ft. to 13,000 ft. MSL for three hours without supplemental oxygen.

6.4.1.4.2. 13,000 ft. MSL without supplemental oxygen.

6.4.1.5. FL 250 shall not be exceeded even if occupants have oxygen (see paragraph 6.5)

6.4.2. Pressurized Operations. Pilots flying pressurized aircraft maintaining a cabin altitude below 10,000 ft. will comply with Table 6.2. Each crewmember shall use supplemental oxygen anytime the cabin altitude exceeds 10,000 ft MSL.

6.4.2.1. (Added-ACC) The following oxygen restrictions apply to aircrew members:

6.4.2.1.1. **(Added-ACC)** Bomber crewmembers will wear oxygen masks from initial takeoff to the initial oxygen check. Additionally, bomber pilots will wear oxygen masks during air refueling from pre-contact through termination of actual refueling operations and from the final approach fix or turn to visual final through landing or missed approach.

6.4.2.1.2. **(Added-ACC)** In the B-1, when readily available oxygen is required, the helmet with oxygen mask attached satisfies this requirement, provided adequate oxygen sources are available.

6.4.2.1.3. **(Added-ACC)** When readily available oxygen is required, the troop oxygen system with troop masks installed, satisfies this requirement for aircraft so equipped.

6.4.3. **Procedures for Loss of Cabin Pressure.** Initiate an immediate descent to the lowest practical altitude, preferably below 18,000 ft. MSL, but do not allow cabin altitude to remain above FL 250 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 permitting) and comply with paragraph 6.4.1.

6.4.3.1. 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 competent aviation medical authority prior to further flight. 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.

6.4.4. **Decompression Sickness (DCS).** If any occupant exhibits DCS symptoms, the pilot must descend as soon as practical and land at the nearest suitable installation where medical assistance can be obtained. Individuals suspected of DCS should be administered and remain on 100 percent oxygen (using tight-fitting mask or equivalent) until evaluated by competent 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 or designated civil aviation medical examiner.

6.4.4.1. **(Added-ACC)** To minimize the risk of developing decompression sickness (DCS) in pressurized aircraft operating at cabin altitudes of 21,000 - 25,000 feet without pressure suits, pilots will adhere to the time limits in **Table 6.3 (Added)**. The time limit at or above 21,000 ft cabin altitude will be based on the highest cabin altitude flown during the sortie. Once the time limit is reached, pilots will land or descend to a cabin altitude of at or below 10,000 ft. Time spent at or below a cabin altitude of 10,000 ft resets the allowable duration at a one-for-one rate. Example: A pilot spends 20 minutes at a cabin altitude of 24,000 ft (45 min allowed per **Table 6.3 (Added)**) and descends to a cabin altitude of 10,000 ft for 20 minutes, he regains 20 minutes of exposure time and may climb back to a cabin altitude of 21,000 ft or higher for an additional 45 minutes before having to descend again. If any crewmember shows any signs of DCS, follow the guidance contained in paragraph **6.4.4**

6.4.5. **Hypoxia.** Should anyone on the aircraft experience hypoxia symptoms, the pilot will immediately descend 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 or designated civil aviation medical examiner.

6.5. High Altitude Operations. Without a functional pressure suit, the pilot shall maintain a cabin altitude below FL 250 and adhere to the time limits in Table 6.1. For high-altitude airdrop missions, use the oxygen requirements in AFI 11-409, *High Altitude 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 FL 210, the time of allowable duration can be reset to the maximum.

Table 6.1. 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

Table 6.2. Oxygen Requirements for Pressurized Aircraft.

	Pilot(s)	Navigator/ Flight Engineer	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	I	R	A	A
Above FL 350 to FL 410 (two pilots at controls)	I	I	R	A	A
Above FL 350 to FL 410 (only 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: Single-pilot aircraft must follow the most restrictive guidance in this table

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 arms 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 141mm Hg to the head and neck with adequate body coverage to prevent edema and embolism.



Table 6.3. (Added-ACC) Cabin Altitude Time Limits (Maximum allowable 25,000')

TIME (MINUTES)	*CABIN ALTITUDE (ft)
45	24,000-25,000
70	23,000-23,999
120	22,000-22,999
200	21,000-21,999

NOTE: Cabin Altitude applies to both pressurized and unpressurized cockpits.

6.6. (Added-ACC) Wind and Sea State Restrictions for Ejection Seat Aircraft. Normal flying training operations will not be conducted when surface winds along the intended route of flight exceed 35 knots steady state over land (25 knots over water) or when the Sea State exceeds 10 feet wave height. This is not intended to restrict point-to-point operations when only a small portion of the route is affected. If possible, alter the mission planned route to avoid the high winds and high Sea State area. The OG/CC (or equivalent) is the waiver authority.

Chapter 7

VISUAL FLIGHT RULES (VFR)

7.1. General Information. PICs may fly USAF aircraft under VFR 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 gaps that preclude IFR flight. Unless specifically authorized by the MAJCOM/A3, USAF fixed-wing multi-engine aircraft will not depart VFR without ensuring they can vertically clear published IFR departure procedure restrictions along the planned departure route with one engine inoperative. Comply with AFMAN 11-217, Volume 2, and the following:

7.1. (ACC)General Information. ACC fixed-wing multi-engine aircraft are authorized to depart VFR even if they do not meet published IFR departure climb gradients with one engine inoperative. The PIC will complete a thorough review of the planned departure track to ensure terrain and obstacle clearance capability.

7.1.1. The PIC will utilize radar advisory, monitoring or control services when practical, and should ensure flight following by any available means (i.e. FSS or C2 agency).

7.1.2. The PIC will conduct planning, at a minimum, IAW paragraph 2.1., as appropriate to the area of operations, to ensure VFR operations are authorized and properly planned.

7.1.3. When conditions (e.g. weather, airspace, etc.) prevent continued flight under VFR, the PIC will alter the route and continue operations under VFR until: the destination, obtaining an IFR clearance or until landing at a suitable location.

7.1.4. PICs conducting tactical operations should fly under VFR unless compliance degrades mission accomplishment.

7.1.5. RPA pilots must comply with provisions of JO 7610.4 when operating under VFR.

7.2. Weather Requirements for Filing VFR. The forecast weather for the departure, planned route of flight and arrival (1 hour of the Estimated Time of Arrival (ETA)) must comply with the minima in Table 7.1. or 7.2. If transitioning to IFR, the pilot shall maintain appropriate visibility and cloud clearance requirements to a minimum IFR altitude and until receipt of the IFR clearance. If transitioning from IFR to VFR, the PIC must maintain the appropriate visibility and cloud clearances as soon as the IFR cancellation is acknowledged by ATC.

7.2.1. The forecast for helicopters must comply with Table 7.1. or Table 7.2.

7.2.2. The forecast for fixed-wing must be equal to or greater than 1,500 ft. ceiling and 3 SMs visibility.

7.3. Flight Operations under VFR. PICs shall adhere to the weather minimums listed in Table 7.1. when in FAA airspace. When outside FAA airspace, PICs shall comply with guidance in FLIP, FCG or the ICAO VFR weather minimums in Table 7.2. PICs of VFR aircraft must at all times be able to control the aircraft by visual reference to a discernible horizon, regardless of cloud clearance requirements.

7.3.1. **Cold Weather Operations.** USAF pilots shall apply altimeter corrections to en route and terrain clearance altitudes, especially when operating VFR at night. See Chapter 8.

7.4. Special VFR (SVFR). USAF fixed-wing aircraft shall not fly under SVFR. MAJCOMs may allow helicopter aircrews to fly under SVFR IAW 14 CFR §91.157 in FAA airspace, or appropriate host-nation guidance. Helicopter PIC's may request SVFR clearances at airports with the designation "NO SVFR" in the Airport Facilities Directory or on the sectional chart.

7.5. VFR Over-the-Top. PICs operating VFR above a ceiling shall comply with AFMAN 11-217V2. See also paragraph 8.18 for VFR-on-Top.

Table 7.1. USAF VFR Cloud Clearance and Visibility Minimums.

FAA Airspace Class	Prevailing or Flight Visibility	Distance from Cloud
Class A	Not Applicable	Not Applicable
Class B	3 SMs	Clear of Clouds
Class C and Class D	3 SMs	500 ft. below, 1,000 ft. above, and 2,000 ft. horizontal
Class E and G (Fixed-wing) Below 10,000 ft. MSL	3 SMs	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 SMs	1,000 ft. below, 1,000 ft. above, and 1 SM horizontal
Class E (Helicopter) Below 10,000 ft. MSL	3 SMs	500 ft. below, 1,000 ft. above, and 2,000 ft. horizontal
Class E (Helicopter) At or above 10,000 ft. MSL	5 SMs	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 SMs	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 SMs	1,000 ft. below, 1,000 ft. above, and 1 SM horizontal
<p>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 collision.</p>		

Table 7.2. ICAO VFR Cloud Clearance and Visibility Minimums.

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.

<p>Class F and G (Helicopter)</p> <p>At and below 900 m (3,000 ft.) or 300 m (1,000 ft.) above terrain whichever is higher</p>	<p>5 KMs</p> <p>(See NOTE)</p>	<p>Clear of cloud and in sight of the surface.</p>
<p>Class G (Helicopter)</p> <p>Above 900 m (3,000 ft.) or 300 m (1,000 ft.) above terrain whichever is higher</p>	<p>8 KMs above 10,000 ft. MSL</p> <p>5 KMs below 10,000 ft. MSL</p>	<p>1,500 m horizontal 300 m (1,000 ft.) vertical</p>
<p>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 collision.</p>		

Chapter 8

INSTRUMENT FLIGHT RULES (IFR)

8.1. IFR Requirements. PICs will fly USAF fixed-wing aircraft under IFR to the maximum extent possible without unacceptable mission degradation. Pilots shall fly under IFR if:

8.1. (ACC)IFR Required. Flights under VFR radar services to, from or between training areas, low-level routes and low-altitude tactical navigation (LATN) areas fulfill the intent of this paragraph and may be conducted in lieu of IFR.

8.1.1. Weather conditions do not permit flight according to VFR.

8.1.2. Airspace rules require IFR flight (e.g. Class A airspace).

8.1.3. Operating in excess of 180 KTAS within (not simply crossing) federal airways.

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

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

8.2. (ACC)Practice Instrument Approaches Under VFR. Aircrews may fly practice instrument approaches under VFR IAW paragraph 5.16 of the basic instruction. However, aircrews are advised flying practice approaches under VFR alleviates the air traffic controller's responsibility for providing the required IFR aircraft separation.

8.2.1. Maintain VFR cloud clearances and visibilities IAW Chapter 7.

8.2.2. Terminal radar service shall be used when available.

8.2.3. Aircrews must make all position reports IAW AFMAN 11-217, Volume 2.

8.2.4. Pilots must request ATC authorization to fly the published missed approach.

8.3. ATC Clearance. Pilots must obtain an ATC clearance before commencing any IFR flight that originates in or penetrates controlled airspace.

8.4. Published Instrument Procedure. A "published" procedure is defined as:

8.4.1. An instrument procedure charted in US government FLIP by the DoD/National Geospatial-Intelligence Agency (NGA) or FAA/National Aeronautical Charting Office (NACO). USAF aircrews will use NGA or NACO products when available.

8.4.2. A procedure developed IAW AFI 11-230, *Instrument Procedures*.

8.4.3. Radar procedure with minimums published graphically or in FLIP Radar Instrument Approach Minimums section.

8.4.4. A host nation or commercially produced procedure which is approved by the MAJCOM per paragraph 8.4.5.

8.4.5. Non-US Government and Foreign Terminal Instrument Procedures (FTIP). USAF aircrews will not fly a non-US Government (USG) published instrument procedure (includes commercially-produced procedures like Jeppesen or Lido) that has not been reviewed to ensure conformance with accepted standards by the appropriate Terminal

Instrument Procedures (TERPS) office. This validation must be a current TERPS review letter (attached to the procedure or as published in the ASRR's "Giant Report") that informs the pilot of items that do not comply with US TERPS, ICAO PANS-OPS or NATO criteria (e.g. recognized obstruction clearance, weather/visibility minima, etc.). MAJCOMs shall establish a process to ensure initial (or update) review requests of non-USG or FTIPs are provided to the appropriate TERPS office 7 days prior to use.

8.4.5.1. Prior to use, pilots shall ensure the TERPS review is current. FTIPs (government or commercially produced), reviewed by one TERPS office, may be flown by aircrews from any other MAJCOM unless precluded by their own MAJCOM.

8.4.5.1. (ACC) ACC accepts other MAJCOM TERPS reviews of non-DoD instrument procedures (i.e. Jeppesen/Host Nation), provided they were conducted IAW para 8.3.1.1.4.1. of the parent AFI and will remain valid for the required period of operations. If the non-DoD procedure does not meet these requirements, ACC units and ANG units under ACC oversight submit requests for approval through OG/CC, to HQ ACC/A3TV by fax (DSN 574-8675) or email (acc.dotvsrtb@langley.af.mil). AFRC units under ACC oversight submit requests for approval to HQ AFRC/A3V. Requests will include the airfield name, approach procedure(s), ICAO identifier, city, country and required dates for using the procedures. OG/CC will submit requests at least 2 weeks in advance to allow for processing. Emergency requests will be handled on a case-by-case basis.

8.4.5.2. MAJCOMs must ensure crews receive adequate training prior to the initial use of any non-USG instrument procedure. At a minimum, this training should include the differences in symbology, language or translation, weather minimums, host nation NOTAM retrieval, equipment and airspace requirements.

8.4.5.3. **Waiver of TERPS Review.** During non-standard operations (defined as an urgent requirement to fly short-notice: humanitarian, contingency, medical evacuation, "Special" Access and vital State Department missions), the TERPS review may be waived by the applicable MAJCOM/A3 (if an O-8 or above). The MAJCOM/A3 may also waive the TERPS review for non-USG procedures, for which the exact same USG procedure exists. If the A3's grade is below O-8, then waiver authority will lie with the first O-8 in the MAJCOM's operational chain of command. This waiver authority will not be further delegated. If this waiver authority is exercised, MAJCOMs will ensure the aircrew and the applicable TERPS office are aware that the provisions of paragraph 8.4.5. have been waived.

8.5. Destination Requirements for Filing Purposes. See Attachment 2 for a decision tree.

8.5.1. **Destination with a Published Approach Procedure.** Pilots may file IFR to a destination with a published instrument approach capable of being flown with navigational equipment aboard the aircraft.

8.5.1. (ACC) **Destination with a Published Approach.** For all T-38 night operations, do not file to a destination (other than home field) unless there is an operational straight-in approach with glide path guidance.

8.5.1.1. (Added-ACC) **FLIP Availability.** FLIP high and/or low instrument approach books will be available for the aircraft commander, pilot, navigator, boom operator, RPA

Ground Control Station and flight engineer, as applicable, to monitor each instrument procedure flown.

8.5.2. Destination Without a Published Instrument Approach Procedure. If there is no compatible published approach at the destination, pilots may file a composite IFR/VFR flight plan to:

8.5.2.1. A point en route where forecast weather at ETA (\pm 1 hour) allows continued flight to the destination under VFR.

8.5.2.2. A point served by a published approach procedure where forecast weather at ETA (\pm 1 hour) allows the pilot to descend to VFR conditions and continue to the destination under VFR.

8.6. IFR Filing Weather Requirements. The following are the weather requirements for filing to a destination:

8.6.1. **Temporary (TEMPO) Conditions.** Pilots may file to a destination with a forecast that includes temporary (TEMPO) changes in ceiling and/or visibility lower than prescribed in 8.7.1., but an alternate may be required.

8.6.2. **UAS Weather Requirements.** MAJCOMs may determine UAS weather limit requirements based on airspace rules, aircraft equipage, level of autonomy and crew qualifications/capabilities. In the absence MAJCOM guidance, UAS will follow weather requirements as published in this section.

8.6.3. **Fixed-Wing Aircraft.** Weather for the ETA (\pm 1 hour) at destination or recovery base must be at or above the lowest compatible published landing minimums for the aircraft concerned.

8.6.3. **(ACC) Fixed-Wing Aircraft.** Fighter/Attack/CTP/MQ-1/MQ-9 aircraft commanders may file to a destination airport (must be a MAJCOM approved airport for MQ-1 and MQ-9) if weather (ceiling and visibility) is forecast to be at or above their pilot weather category minimums or published minimums, whichever is higher.

8.6.3.1. MAJCOMs may waive this requirement when operational necessity dictates the use of a destination forecast to be below minimums, but MAJCOMs must establish alternate recovery procedures, such as the use of two or more alternate airports, additional holding fuel, etc.

8.6.3.1. **(ACC)** For operational necessity, OG/CC may approve aircraft commanders to file to a destination airport where weather is forecast to be below the lowest published approach minimums (or pilot category minimums) if two suitable alternate airports are available and designated on the flight plan. Both alternates must be at least 45 NM apart, be at least 10 NM from the destination, have an operational and compatible precision approach and meet or exceed the criteria for alternate airport weather for filing purposes in AFI 11-202V3, paragraph 8.8. The aircraft will have sufficient fuel to execute an approach and missed approach at the destination airport, proceed to the alternate requiring the greatest fuel expenditure and still meet AFI 11-202V3 or appropriate AFI 11-2 MDS-Specific, Volume 3 fuel reserve requirements, whichever is higher.

8.6.3.2. For a straight-in or sidestep approach, the forecast weather must meet only the published visibility requirements for that approach.

8.6.3.3. For a circling approach, the forecast weather must meet both the ceiling and prevailing visibility requirements.

8.6.4. **Helicopters.** PICs may use Category A minima, regardless of approach speed. PICs should fly a constant airspeed to comply with the stabilized approach concept. PICs may reduce the Category A visibility minima on Category I procedures by one-half, but no lower than 1/4 SM prevailing visibility (PV) or 1,200 feet runway visual range (RVR). PICs may not reduce the visibility minima on Copter procedures, Category II procedures or if “Visibility Reduction by Helicopters NA” is annotated on the procedure. PICs will apply any inoperative approach lighting visibility correction before reducing minima. PICs will apply airspeed limitations IAW Table 8.1. For more information, see Chapter 7 in FAA-H-8261-1A, “Instrument Procedures Handbook, available at: <http://www.faa.gov/library/manuals/aviation/>.”

Table 8.1. Helicopter Use of Approach Procedures.

Procedure	Helicopter Visibility Minima	Helicopter MDA/DA	Maximum Speed Limitations
Conventional (non-Copter)	The greater of: - one-half the Category A visibility minima, 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 KIAS at the MAP in order to apply the visibility reduction.
Copter Procedure	As published	As published	90 KIAS when on a published route/track
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.

8.7. Required IFR Alternate. This section prescribes when an IFR alternate must be filed. MAJCOMs will determine alternate airfield policies for UAS.

8.7. (ACC)When an Alternate is Required. Designate an alternate airport in the flight plan, regardless of forecast weather, when filing to a destination in Alaska, Canada, Greenland, Guam, Hawaii or Iceland.

8.7.1. **Weather.** An alternate is required when the worst weather (TEMPO or prevailing) at the ETA (± 1 hour) for the first point of intended landing (or each point of intended landing on a stopover flight plan) does not permit a VFR descent from the MIA and is less than:

8.7.1.1. **Fixed-Wing Aircraft:** A ceiling of 2,000 ft. and a visibility of 3 SMs.

8.7.1.1.1. Exception: MAJCOMs may lower this requirement to a ceiling of 1,000 ft. and a visibility of 2 SMs, if two or more suitable independent precision approaches are available and operable for the airport of intended landing at ETA (± 1 hour).

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

8.7.2. **Additional Conditions Requiring an Alternate.** Unless forecast weather for the ETA (± 1 hour) at the destination (or a point en route) exceeds the requirements of 8.7.1. and permits a VFR descent from the Minimum IFR Altitude (MIA) to a VFR approach and landing, pilots must designate an alternate airport on all IFR flight plans when filing to a destination:

8.7.2.1. Where all compatible approaches require radar.

8.7.2.2. Where required NAVAIDs are unmonitored.

8.7.2.3. When the destination has no weather reporting capability.

8.7.2.4. When the point of intended landing's lowest compatible approach weather minimums are greater than or equal to a 1,500 ft. ceiling or 3 SM visibility.

8.7.2.5. **(Added-ACC)** For noncompliant aircraft or formations, when denial of accommodation to reduced vertical separation minimum (RVSM) airspace would prevent the aircraft or flight from reaching its planned destination, a suitable alternate will be designated that does not require accommodation.

8.7.3. **Exception for Remote or Island Destinations.** MAJCOMs may authorize holding for a specified time in lieu of an alternate for those remote or island destinations for which designating an alternate is not possible. MAJCOMs that authorize holding at a remote or island destination will prescribe weather criteria and recovery procedures.

8.7.3.1. **(Added-ACC)** Consider an airfield to be a remote or island destination when its location precludes flight to a suitable alternate. The weather forecast for this destination airfield must be equal to or better than the weather requirements for an alternate airfield prescribed in paragraphs [8.8.1](#) and [8.8.2](#)

8.7.3.2. **(Added-ACC)** For B-1, E-3, E-4, E-8, E-9, U-2, C/EC/HC-130 and OC/RC/TC/WC-135s. If prevailing weather conditions require an alternate, these aircraft will have fuel on board to hold for 2 hours at the destination fix or AFI 11-2 MDS Specific, Volume 3 minimums, whichever is greater.

8.7.3.3. **(Added-ACC)** For A/OA-10, F-15, F-15E, F-16, F-22, F-35, QF-4, T-38, HH-60Gs, and MC-12Ws. Compute fuel requirements using a fuel reserve as prescribed in AFI 11-202V3, paragraph [2.4.4](#), from departure to over the destination fix. Include fuel for 30 minutes holding at destination fix, plus fuel for the penetration and landing.

8.7.3.4. **(Added-ACC)** N/A ANG. RQ-4 operations are authorized holding in lieu of designating an alternate. RQ-4 pilots will ensure the aircraft has sufficient fuel on board to hold for 2 hours at the destination then penetrate and land with normal recovery fuel.

8.8. Selecting an Alternate. Except for TEMPO conditions for thunderstorms and snow/rain showers, the worst forecasted prevailing weather conditions for an alternate airport (ETA ± 1 hour) must meet or exceed:

8.8.1. Alternate with a Compatible Published Instrument Approach Procedure:

8.8.1.1. **Fixed-Wing Aircraft.** A ceiling of at least 500 ft. above the lowest compatible approach minima and a visibility of at least 2 SM or published visibility minima whichever is greater.

8.8.1.2. **Helicopters.** A ceiling of at least 200 ft. above, and a visibility of at least 1 SM above, the lowest compatible published landing minimum.

8.8.2. Alternate without a Published or Compatible Instrument Approach Procedure. Forecast weather for the ETA (± 1 hour) must permit a VFR descent from the MIA to a VFR approach and landing, or, if the mission justifies the increased risk, under specific conditions, an otherwise unqualified airfield may be designated as an alternate by the MAJCOM/A3. MAJCOMs establish UAS alternate airfield policies.

8.8.2.1. **(Added-ACC)** If radar is required for the only suitable approach at the alternate, weather requirements at the alternate are the same as for an alternate without a published approach procedure (paragraph **8.8.2**).

8.9. Airports That Do Not Qualify as Alternates. Except IAW paragraph 8.8.2, airports do not qualify as alternates if:

8.9.1. All compatible approaches require radar.

8.9.2. GPS is the only available NAVAID.

8.9.2. **(ACC)** N/A ANG. Waiver to paragraph 8.9.2. is granted for RQ-4A/B operations, authorizing the use of alternate airfields at which GPS is the only available NAVAID.

8.9.3. The FLIP designation “**▲ NA**” is displayed on all compatible approach plates.

8.9.4. The FLIP **▲** designation (*without NA*) is displayed on all compatible approach plates and an associated note applies. The **▲** signifies that non-standard alternate minimums are published for that runway. While non-standard alternate minimums do not apply to USAF aircraft, there may be notes associated with the non-standard alternate minimums that do. Pilots must check for such notes whenever the **▲** designation is shown on an IAP.

8.9.5. **(Added-ACC)** Access to RVSM airspace is required to reach the alternate for non-compliant aircraft.

8.10. RVR Use, Applicability and Conversion. RVR reports, when given for a particular runway, apply to all takeoffs, landings, and approaches to that runway, and always take precedence over any other visibility report for that runway. RVR is normally reported in feet or meters. Pilots will use the static RVR when available (regardless of reported variability). If only a variable report is received and a static RVR cannot be determined, pilots will apply the lowest reported RVR value. If necessary, pilots may convert the reported visibility from one format to

another (e.g. RVR to 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 of: the next higher value in the conversion chart, or the highest published value from the IAP minima block; do not interpolate.

8.11. Minimum Takeoff Weather. Pilots shall not takeoff when existing weather is below the landing minimums for their aircraft, unless specifically authorized by the MAJCOM, but in no case less than 600 RVR (200 meters).

8.11.1. **RVR Requirements.** (N/A for Helicopter) Minima below 1600 RVR are not authorized unless the runways are equipped with centerline lights, visible runway centerline markings, and two operative transmissometers. All reported RVR readings must meet or exceed minimum authorized values.

8.11.2. MAJCOMs that permit takeoffs when weather is lower than the published landing minimums shall prescribe alternative takeoff minima and substitute recovery procedures.

8.11.2. (ACC) Takeoff Minimums (The restrictions of paragraph 8.11.1. apply when takeoffs below 1600 RVR are authorized below):

8.11.2.1. (Added-ACC) C/EC/HC-130 and HH-60 aircraft will comply with AFI 11-2 MDS Specific, Volume 3 guidance.

8.11.2.2. (Added-ACC) Fighter/Attack/CTP aircraft must have takeoff weather equal to or greater than the approach and landing minimums specified in the applicable pilot weather category of **Table 8.3 (Added)** of this supplement. The OG/CC or equivalent may approve takeoffs when takeoff weather is below the applicable pilot weather category.

8.11.2.3. (Added-ACC) Bomber/Battle Management/Reconnaissance/Treaty Verification/Tanker aircraft must have takeoff weather of 1600 feet (500 m) RVR. If RVR is 1000 feet to 1600 feet (300 m to 500 m), the mission must be higher headquarters directed and takeoff approved by the OG/CC or his designated representative.

8.11.2.3.1. (Added-ACC) 1 ACCS (E-4) operational National Airborne Operations Center(NAOC) missions, NAOC Team Chief may waive takeoff RVR down to 1000 feet (300 M). For Special Airlift Missions (SAM), takeoff RVR is 1000 feet (300 M). If available, both approach and departure end RVR readings will be obtained if takeoff RVR is reported below 1600 feet (500m). Both transmissometers must report at or above 1000 feet (300 M).

8.11.2.4. (Added-ACC) Bomber/Battle Management/Reconnaissance/Treaty Verification/Tanker aircraft will file a takeoff alternate when departure airfield weather is below published landing minimums for that airfield. A suitable takeoff alternate airfield is one within 30 minutes for single/twin engine aircraft and within 1 hour for three or more engine aircraft at cruising speed. For a takeoff alternate airfield with an operational published precision approach procedure, the weather must be reported and forecast to remain no lower than a ceiling of 600 feet (180 m) and visibility of 2 miles (3.2 km) from takeoff until 1 hour after possible ETA. For a takeoff alternate airfield with an operational published non-precision approach procedure, the weather must be reported and forecast to remain no lower than a ceiling of 800 feet (240 m) and visibility of 2

miles (3.2 km) or ceiling of 500 feet (150 m) above and visibility 1 mile (1.6 km) above the lowest published landing minimum, whichever is higher, from takeoff until 1 hour after possible ETA (C/EC/HC-130 and HH-60 aircraft will comply with AFI 11-2 MDS Specific, Volume 3 guidance).

8.11.2.5. **(Added-ACC)** N/A ANG. RQ-4 may takeoff in weather conditions below required minimums; however, the mission must be higher headquarters directed and takeoff approved by the OG/CC (or equivalent). Visibility must be at least 1600 feet (500 m) RVR. When the departure airfield weather is below required RQ-4 landing minimum, pilots will either declare a takeoff alternate or obtain OG/CC (or equivalent) approval to land below RQ-4 minima at the takeoff airfield. A suitable takeoff alternate airfield is one within 1 hour at cruising speed, has at least a ceiling of 1000 feet and visibility of 2 miles and has a pre-planned RQ-4 approach and landing.

8.11.3. Civil contract carriers may operate from airports under USAF jurisdiction using the takeoff minimums approved by the FAA and published in the air carrier's operations specifications.

8.12. IFR Departures. Pilots of USAF aircraft must adhere to IFR departure procedures guidance in this section and in AFMAN 11-217, Volume 1.

8.12.1. **MAJCOM Responsibility.** Normally, MAJCOMs or COMAFFORs will ensure aircraft are tasked to takeoff at a weight that allows the PIC to comply with paragraph 8.12.11.

8.12.2. **PIC Responsibility.** The PIC will ensure the planned departure method, climb gradient, low close-in obstacles, route and emergency procedures are briefed to the crew prior to takeoff. See Attachment 3 for a decision tree.

8.12.3. **Authorized IFR Departure Methods.** Obstacle Departure Procedures (ODP) and Standard Instrument Departures (SID) should be flown to the maximum extent possible. USAF aircraft will depart IFR using only these methods:

8.12.3.1. Published ODP; textual or graphic, including Reduced Takeoff Runway Length (RTRL) and Visual Climb Over the Airport (VCOA) procedures. VCOA procedures may also be termed VCID (Visual Climb to Instrument Departure).

8.12.3.2. SID.

8.12.3.3. Specific ATC Departure Instructions.

8.12.3.4. Diverse Departures (Omni-directional Departures-ICAO).

8.12.3.5. Special MAJCOM Certification (authorized locations, pilots and aircraft only). See paragraph 8.12.9.

8.12.4. **Obstacle Departure Procedures.** Pilots will fly the published ODP ▼ for the runway used. If issued other departure instructions, pilots should request clearance to fly the ODP or comply with 8.12.6.

8.12.4.1. **Visual Climb Over Airport.** Pilots will not fly any VCOA procedure until completion of MAJCOM-specified training. The weather must be at or above the minimums published for the VCOA. Unless published, pilots will consider the VCOA's visibility requirement as a "remain within" distance, and will not exceed this radius from

the center of the airfield while climbing to the specified altitude. Pilots will notify ATC (or other traffic) when planning to depart via the VCOA. Pilots without NVDs will not fly a VCOA at night, unless specifically authorized by the MAJCOM.

8.12.4.2. **Reduced Takeoff Runway Length ODP.** Pilots using a published RTRL procedure shall ensure their aircraft can attain a safe liftoff speed and rotate prior to the distance remaining specified in the procedure. MAJCOMS should establish ad hoc RTRL request procedures for their aircrews. Ad hoc RTRL procedures will be considered a published ODP.

8.12.4.3. **Sector Departure ODP.** Pilots may fly “sector” diverse departures as published.

8.12.5. **Standard Instrument Departures.** PICs will comply with the routing, altitudes, and climb gradient (including notes) published on the SID (or in the ▼, if not published on the SID). If the aircraft cannot comply with an ATC minimum climb gradient, coordinate with ATC prior to flying the procedure or obtain an amended clearance. The term SID includes other approved published instrument departure procedures (DP).

8.12.6. **Specific ATC Departure Instructions.** ATC instructions refer to specific navigational guidance (e.g. heading, routing, altitude) issued with the clearance or by tower. Outside the NAS, in a non-radar environment, to be considered a valid instrument departure, the instructions must be issued with either a minimum climb gradient or confirmation that the climb gradient does not exceed 200 feet/NM. Unless issued with a minimum climb gradient, the instructions may not provide obstacle clearance below a minimum IFR altitude. Therefore, in all cases:

8.12.6.1. If the departure runway has any published climb gradients, the PIC must meet or exceed the highest gradient when departing via ATC instructions.

8.12.6.2. If unable to meet any ATC climb gradient, coordinate with ATC prior to flying the procedure.

8.12.6.3. 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.

8.12.6.4. Outside the NAS, use caution when flying radar vectors. See paragraph 8.13.2.

8.12.7. **Diverse Departures (Omni-directional Departure).** Pilots will track runway centerline to 400 feet above the DER before turning on course. PICs must ensure their aircraft will vertically clear applicable low close-in obstacles published in NOTAMs or the Takeoff Minima and Departure Procedures (▼) before turning on course. Diverse departures are not authorized when an obstacle departure procedure, climb gradient or non-standard takeoff weather minima are published for that runway. “Sector” diverse departures are authorized.

8.12.8. **Special MAJCOM Certification.** MAJCOMs may develop departure procedures for their aircraft at specific locations that allow safe aircraft departure. Pilots must meet MAJCOM-specified training or certification requirements before these procedures may be

flown. Once developed, these departure procedures will be sent to HQ AFFSA/A3O for review and inclusion in the ASRR or other appropriate location.

8.12.9. No Authorized IFR Departure Method. If the airport does not have one of the IFR departure methods described above, then an IFR departure is not authorized. Refer to Chapter 7.

8.12.10. Required Climb Gradients. Regardless of the IFR departure method selected, PICs will climb at a minimum of 200 ft/NM unless a higher gradient is published for the departure runway (in a departure procedure or ∇). For specific ATC departure instruction climb gradients, see paragraph 8.12.6. When no departure procedure is published and a diverse departure is not authorized, coordination with MAJCOM TERPS specialists is required to determine the best departure method and required climb gradient prior to an IFR departure.

8.12.10.1. Low Close-in Obstacles. In addition to complying with the published climb gradient, the PIC must also ensure that the aircraft can always vertically clear applicable published low close-in obstacles.

8.12.10.2. Non-Standard Takeoff Minimums. Pilots will not depart an airfield using non-standard takeoff minimums in lieu of meeting the required climb gradient. When non-standard takeoff minima are published, with or without a climb gradient, the PIC may not take-off under the provisions of IFR established in paragraph 8.11. unless:

8.12.10.2.1. The departure procedure authorizes “standard” takeoff minimums with a climb gradient in lieu of the non-standard criteria and the requirements of paragraph 8.12.10.4 or 8.12.10.5 below are met, or

8.12.10.2.2. The aircraft is capable of being at or above the published non-standard takeoff minima ceiling requirement prior to crossing the departure end of the runway (for fixed-wing multi-engine, calculate this capability with One Engine Inoperative (OEI)) and can continue a climb profile that will vertically clear all obstacles.

8.12.10.3. Unable to meet Required Climb Gradient. If unable to meet or exceed the required climb gradient and before reducing a published gradient with one of the methods listed below, MAJCOMs will ensure supervisors and PICs consider: reducing aircraft gross weight, delaying the mission until environmental conditions improve, the crew’s familiarity with the departure area and the ability to increase performance by jettisoning external stores. If still unable to comply with the required gradient after exhausting the remedies in this chapter, an IFR departure is not authorized. Exception: If the mission justifies the increased risk, and if specifically authorized by the MAJCOM/A3, the pilot may depart any location, in VMC, without regard to the IFR climb gradient. Without such specific authorization, pilots will refer to Chapter 7.

8.12.10.3. (ACC) Unable to meet Required Climb Gradient. If unable to meet or exceed the required IFR departure climb gradient, ACC aircrews may climb in VMC to the IFR MEA or depart VFR. A VMC climb to the IFR MEA or a VFR departure is to be used only as a last resort for mission accomplishment.

8.12.10.4. Single Engine Aircraft and All Helicopters. PIC’s will ensure the aircraft meets or exceeds the published climb gradient (or 200 ft/NM if a higher gradient is not

published) for the selected departure to an appropriate minimum IFR altitude IAW paragraph 8.13.

8.12.10.4.1. If unable to comply and when authorized by the MAJCOM, climb in VMC to an appropriate IFR altitude or fly VFR IAW Chapter 7.

8.12.10.5. **Multi-Engine Fixed Wing Aircraft.** PIC's will ensure the aircraft meets or exceeds the published climb gradient (or 200 ft/NM if a higher gradient is not published) for the selected IFR departure method, with One Engine Inoperative (OEI), to an appropriate MIA.

8.12.10.5.1. If operationally necessary, the operations supervisor (or equivalent mission execution authority supervisor) may authorize the PIC to ensure the aircraft vertically clears all obstacles along the planned departure path OEI by subtracting up to 48'/NM from the published (or standard) climb gradient or the use of the departure runway's SDP for OEI departure planning (IAW 8.12.11.).

8.12.10.5.2. When using any method to reduce the required climb gradient, the PIC must still ensure the aircraft, with all engines operating (AEO), meets or exceeds the published climb gradient and all ATC or SID climb restrictions for the method selected.

8.12.11. **Special Departure Procedures (SDP).** MAJCOMs may authorize SDPs for OEI departure planning when operationally necessary. The following guidance applies to the use of SDP's or similar specifically designed departure procedures and/or routing for use in the event of the loss of an engine's thrust. The term SDP refers to all such procedures/routing and not to any one particular product. All such products must be constructed from data and criteria specifically approved by HQ AFFSA/A3O. MAJCOMs must certify pilots prior to the use of SDPs. PICs must understand a SDP delivers as little as zero feet of obstruction clearance and must be flown exactly as published. PIC's shall:

8.12.11.1. Use only the most current procedure and brief the procedure prior to takeoff,

8.12.11.2. Not exceed the maximum gross weight published for the procedure,

8.12.11.3. Fly SDP routing that differs from clearance routing only in an emergency, unless approved by ATC.

8.13. Minimum IFR Altitude (MIA). This section is not applicable to climbs and descents required for takeoff and landing or practice approaches.

8.13.1. **On Airways.** Pilots shall not fly lower than the Minimum En route Altitude (MEA), Minimum Reception Altitude (MRA), Minimum Crossing Altitude (MCA) or Minimum Obstacle Clearance Altitude (MOCA) published for the airway.

8.13.1.1. Pilots using the MOCA shall ensure that the altitude selected will provide suitable navigation facility and ATC radio reception.

8.13.2. **Off Airways.** Pilots shall fly no lower than:

8.13.2.1. The Off Route Obstacle Clearance Altitude (OROCA).

8.13.2.2. The Off Route Terrain Clearance Altitude (ORTCA).

8.13.2.2.1. Pilots using the OROCA or ORTCA shall ensure that the altitude selected will provide suitable navigation facility and ATC radio communication reception.

8.13.2.3. An altitude that provides at least 1,000 ft. of clearance above all obstacles within 5 nautical miles of the course to be flown in non-mountainous terrain or 2,000 ft. in mountainous terrain (see paragraph 2.11. & Glossary).

8.13.2.4. Descent below applicable MIAs, listed above, is only authorized under the following conditions:

8.13.2.4.1. To an ATC-provided Minimum radar Vectoring Altitude (MVA) within the NAS from a suitably equipped and capable radar facility. For areas of responsibility outside the NAS, MAJCOMs will determine which radar facilities are not suitably equipped and capable.

8.13.2.4.1.1. If there is any doubt as to whether the ATC-provided minimum vectoring altitude is providing adequate obstacle clearance pilots should not descend below the non-radar minimum altitudes listed above.

8.13.2.4.1.2. In no case will the minimum altitude be below 1000 ft. AGL.

8.13.2.4.2. When cloud clearance and visibility, IAW Tables 7.1/7.2 or MAJCOM direction, allow the pilot to maintain safe clearance from terrain and obstacles, or

8.13.2.4.3. When a MAJCOM-approved self-contained navigation system (or approved Terrain Following/Terrain Avoidance system (TF/TA)) is used.

8.13.3. **Military Training Routes (MTR).** Pilots operating on MTRs shall adhere to the minimum altitudes published in FLIP AP.

8.13.3. **(ACC) MTRs.** Minimum terrain following altitudes and altitudes suitable for flight in IMC for IFR operations on published low level routes will be IAW FLIP and applicable AFI 11-2 MDS-Specific, Volume 3.

8.14. IFR Cruising Altitudes.

8.14.1. Pilots should file requested altitudes for IFR flights in controlled airspace according to the cruising altitude diagram depicted on the appropriate en route chart.

8.14.2. Pilots operating in uncontrolled airspace shall maintain altitude IAW the diagrams published on the appropriate en route chart.

8.15. IFR Enroute Navigation. Pilots shall fly along the centerline of the direct course between NAVAIDS or fixes defining a published or unpublished route when operating in controlled airspace under IFR unless:

8.15.1. Authorized by the controlling agency, or while operating in SUA or on MTRs.

8.16. In-Flight Communications.

8.16.1. **Position Reports.** A pilot operating under IFR will continuously monitor appropriate ATC frequencies and follow FIH instructions for position reports, lost communications, and radio procedures.

8.16.2. **Navigation and Communication Equipment Malfunctions.** When operating in controlled airspace under IFR, the PIC will immediately report to ATC the loss or

impairment of navigational or air-to-ground communications capability according to instructions in the FIH.

8.16.3. Cancellation of IFR Clearance. Pilots shall ensure compliance with Chapter 7 of this instruction before canceling IFR. VFR flight following requirements are not required if already in contact with the destination's control tower.

8.17. Descent, Approach and Landing. Pilots will obtain the latest destination airport conditions prior to beginning descent or commencing an approach. See paragraph 8.10.

8.17. (ACC) Approach and Landing. ACC policy is to manage the exposure of fighter/attack/CTP/M/MQ-1/MQ-9 pilots with varying capabilities and experience levels according to the risks inherent in low-weather approaches. Prior to assigning a lower weather category, the squadron commander, operations officer or designated representative will evaluate a pilot's instrument proficiency inflight or in an Aircrew Training Device (ATD) capable of providing a graphic display of the approach. This is not a formal flight evaluation as described in AFI 11-202V2, *Aircrew Standardization/Evaluation Program*; however, certification of pilot weather category will be documented on a Letter of Certification (Letter of Xs) IAW AFI 11-202V2.

8.17.1. Prior to Descent or Approach. Pilots shall not begin an en route descent, arrival or published approach if the destination's weather is below the required approach minimums.

8.17.1. (ACC) Prior to Descent or Approach. Fighter/Attack/CTP/MQ-1/MQ-9 pilots must have ceiling and visibility minimums for the applicable pilot weather category (**Table 8.3 (Added)**) or published minimums, whichever is higher, to start an en route descent or published approach. Bomber/Battle management/Reconnaissance/Treaty Verification/Tanker aircraft flying approaches using visual requirements only must have visibility of 2400 feet RVR (800 m) or published minimums, whichever is higher, to start a published straight-in, sidestep approach or en route descent.

8.17.1.1. After Beginning Descent or Approach. If a pilot has begun the en route descent, arrival or published approach (or has received a radar vector for the approach) and subsequently determines the weather is below minimums (visibility for straight-in approaches or either ceiling or visibility for circling approaches), the pilot must not deviate from the last ATC clearance until obtaining a new or amended clearance. The pilot may request a clearance to a holding fix or alternate airport, or, unless restricted by the MAJCOM, continue the approach as published to the Missed Approach Point (MAP) and land if the aircraft is in a position to make a safe landing and the runway environment is in sight (See AFMAN 11-217, Volume 1).

8.17.1.1. (ACC) After Beginning Descent or Approach. Fighter/Attack/CTP/MQ-1/MQ-9 pilots will consider weather below minimums when reported weather is below either the ceiling or visibility of the pilot's weather category or published minimums, whichever is higher.

8.17.1.2. (Added-ACC) NAOC Minimums. 1 ACCS (E-4) operational NAOC and SAM missions, approach minimums are as published, to include CAT II/IIIa approaches.

8.17.1.3. (Added-ACC) 1 ACCS (E-4) weather minimums for training sorties are as published, but will be no lower than 200 feet ceiling/2400 RVR. The full stop landing

may use visibility only criteria to published minimums or 2400 RVR (800 M), whichever is greater.

8.17.2. Determining Visibility Minimums for Approach and Landing. Prevailing visibility (PV) may be used when RVR is not reported. For circling approaches, PV shall be used. See paragraph 8.10. MAJCOMs shall determine suitable weather minima based on aircraft equipment, level of autonomy and crew proficiency.

8.17.2.1. Operational Criteria for Arriving Aircraft. USAF pilots will not use published visibility minima below 2,400 feet (or ½ SM or 800m) unless touchdown zone (TDZ) and centerline lighting (CL) are available and operable. Helicopter PICs will use touchdown zone RVR to determine visibility requirements.

8.17.2.1.1. Category I (1800 RVR or greater). MAJCOMs may authorize Category I Instrument Landing System (ILS) approaches to less than 2400 RVR at locations without TDZ/CL (or when such system is inoperative) provided the approach is flown using guidance from an approved flight director, heads-up display, or coupled to an autopilot flown to a Decision Altitude. In addition to MAJCOM approval, authorization must be stated on the IAP.

8.17.2.1.2. Category II (1200 to less than 1800 RVR). Touchdown zone RVR will be used to determine if visibility is suitable for the instrument approach procedure. For RVR 1600 to less than 1800, mid/rollout RVR values will be used as advisory information. If RVR is less than 1600, rollout RVR (or mid RVR, if rollout RVR inoperative) is also required.

8.17.2.1.3. Category III (RVR less than 1200). All installed transmissometers must be operational. MAJCOMs will publish Category III RVR requirements (i.e. in 11-2MDS V3), if applicable.

8.17.2.2. Straight-In or Sidestep Approach. Weather must only be at or above the published visibility minimums.

8.17.2.3. Circling Approach. Weather must be at or above both the published ceiling and visibility minimums.

8.17.2.4. Inoperative Approach Lighting System (ALS). Unless paragraph 5.12.1.4. applies, when the runway ALS (or any portion thereof), as depicted on the procedure, is inoperative, pilots shall increase the published visibility minimums of an instrument approach by one of the following:

8.17.2.4.1. As directed by the inoperative components table in FLIP.

8.17.2.4.2. As stated on IAP, NOTAMs, ATIS, or other airport information source.

8.17.2.4.3. If no other guidance is provided, increase published visibility by ½ mile.

8.17.2.4.4. This paragraph applies only to the ALS itself, not to Visual Approach Slope Indicator (VASI) or Precision Approach Path Indicator (PAPI).

8.17.3. Conventional Approach. Pilots will fly conventional approaches IAW this instruction, AFMAN 11-217, Volume 1, MDS-series Volumes 3, and other governing directives (including the AIM, when appropriate) as defined by the MAJCOM.

8.17.4. **RADAR Approach.** For pilots to fly a published radar approach or instrument approach procedure that requires radar to define a fix essential for flying the approach, a non-radar facility must provide a positive aircraft position within 25 NMs of the airfield. Pilots operating in Class A airspace may file to the nearest nonradar facility or fix (regardless of distance from the terminal) and request radar vector service to the terminal.

8.17.5. **Precision Runway Monitoring (PRM) Approach.** Pilots shall not fly PRM approaches unless the pilot(s) and the aircraft are properly certified by the MAJCOM. Pilots unable to accept a PRM approach clearance must contact the Air Traffic Control System Command Center at 1-800-333-4286 to coordinate an arrival time. Without coordination, pilots should expect an ATC-directed divert to a non-PRM airport.

8.17.5.1. TCAS II equipped aircraft will fly the ILS PRM approach in TA/RA mode.

8.17.5.2. If an ATC breakout and a TCAS RA are received simultaneously, or shortly after one another, the pilot will respond to any turns required in the breakout instructions as well as the vertical correction required by the TCAS system.

8.17.6. **Self-Contained Approach (SCA).** A MAJCOM-approved arrival procedure flown from a MIA to a landing surface using only the navigational equipment on board the aircraft (GPS, radar or other sensors). These procedures may be practiced in the NAS (or elsewhere with host-nation approval) under radar control, in conjunction with a published instrument approach procedure, in SUA or under VFR.

8.17.6. **(ACC) Self-Contained Approaches.** All IMC SCAs must be approved through Stan/Eval channels by the HQ ACC/A3 (HQ AFRC/A3 for AFRC units and NGB/A3 for ANG units). During contingencies, COMAFFOR is the waiver authority. VMC SCAs need not be submitted to higher headquarters for approval.

8.17.6.1. **Airborne Radar Approach (ARA).** ARAs are instrument approaches conducted using navigational guidance provided by reference to the aircraft's on-board radar system. ARA's conducted in IMC shall be developed and approved by the MAJCOM TERPS office. For the purposes of filing under IFR, ARA approaches will be considered published if they meet the requirements of paragraph 8.4.

8.17.6.2. **SCA using GPS or other sensors.** MAJCOMs will publish specific guidance and restrictions on the use of SCAs such as Self-Contained Navigation Systems (SCNS), Mission Computer Approaches, SCAs using FMS or other GPS-based systems (or other sensors) that have not been certified to civil IFR instrument approach standards. These procedures fall outside the construct of published instrument approaches and should be flown under VFR or closely follow a published instrument approach ground track. MAJCOMs that permit their pilots to fly SCAs in IMC during tactical operations must publish SCA guidance that includes, at a minimum:

8.17.6.2.1. SCA weather minimums, minimum final approach segment dimensions, tracks, and minimum altitudes, based on aircraft equipment and capabilities. Along the planned ground track, a minimum of 300 feet (250 feet with TF/TA) of obstacle clearance must be observed between the MIA and the MDA/DA; and

8.17.6.2.2. SCA missed approach procedures and ground tracks will be established and assessed for obstructions along the planned escape ground track, and require no more than a 200 ft/nm climb gradient; and

8.17.6.2.3. SCA allowable course deviation standards, required actions when those standards are exceeded, aircraft equipage requirements, pilot certification and proficiency rules, landing surface marking/lighting requirements, and minimum standards of navigation system accuracy required to commence the procedure; and

8.17.6.2.4. SCA guidance to ensure corrections (i.e. temperature, restrictions to visibility, NOTAM information, obstacle data, etc.) are applied to the procedure. Corrections will be applied to the MDA/DA and other altitudes using the best available data.

8.17.7. Temperature Correction. When the reported temperature at the altimeter setting source (normally the airfield), is lower than the International Standard Atmosphere (ISA) temperature, the aircraft's actual altitude will be lower than the barometric altimeter indicates. It is critical that pilots flying aircraft equipped with FMS that compensate for cold temperatures be familiar with the conditions under which the FMS calculates cold weather altitudes. During all flight operations, to maintain obstacle clearance, pilots will use the FIH chart (or FMS calculations) to apply cold weather corrections to barometric altitudes on IAPs IAW Table 8.2.

8.17.7.1. In lieu of MAJCOM guidance, while in IMC in mountainous terrain, pilots will plan to fly at least 1,000 ft above published minimum altitudes obtained from IFR enroute charts and terrain charts (e.g. MEAs, MOCAs, OROCA's or other minimum safe altitudes during low-levels, etc.) if the temperature at those altitudes is colder than 10°C below ISA.

8.17.7.2. Pilots will not apply a temperature correction to an ATC assigned altitude, but may refuse a lower altitude if obstacle protection is in doubt.

8.17.7.3. When applying corrections to IAP altitudes, pilots will advise ATC if any applied correction exceeds 80 feet.

Table 8.2. Cold Weather Altitude Corrections.

Altimeter Setting Source Temperature	Published IAP	IAP in mountainous terrain	If any altitude on the IAP is > 3000 ft above the altimeter setting source (N/A for High-Alt IAF)
Below 32° F / 0° C	Correct all altitudes inside FAF		
Below -22°F / -30° C			Correct all altitudes on the IAP

8.17.8. **Determining DH/DA/MDA.** Pilots shall determine minimum approach altitudes (DH, DA or MDA) with the barometric altimeter except when flying a Category II/III ILS approach. When flying a Category II/III ILS approach use the radar altimeter to determine DH and use the barometric altimeter as a supporting instrument. Pilots shall not fly Category II or III approaches unless the pilot(s) and the aircraft are properly certified by the MAJCOM IAW appropriate civil standards. MAJCOM should direct procedures for the use of radar altimeters during all other approach types, including during tactical operations.

8.17.8. (ACC) Radar altimeters will not be used as sole source to determine MDA or DH/DA unless flying CAT II/III ILS-approaches.

8.17.9. **Descent Below DH/DA/MDA.** Continuing an approach below DH/DA/MDA is not authorized until sufficient visual reference with the runway environment has been established and the aircraft is in a position to execute a safe landing. The term “runway environment” is defined in the glossary and AFMAN 11-217, Volume 1.

8.17.9.1. (Added-ACC) Fighter/Attack/CTP/MQ-1/MQ-9 pilots will reference the touchdown zone elevation (TDZE) or threshold elevation (THRE), whichever is published, for straight-in approaches and field elevation for circling approaches to determine pilot weather category minimum descent altitude or published minimums, whichever is higher. **EXAMPLE:** TDZE is 26 feet plus 500 feet pilot weather minimum equals 526 feet DH/MDA. Use field elevation if TDZE or THRE is unavailable.

8.17.9.2. (Added-ACC) Bomber/Battle Management/Reconnaissance/Treaty Verification/Tanker and C/EC/HC-130 aircraft will use a decision height of 200 feet or published minimums, whichever is higher, on all precision approaches.

8.17.10. **Executing the Missed Approach.** If on arrival at the MAP or DH/DA (or at any time thereafter) any of the requirements in paragraph 8.17.9. are not met, the pilot shall immediately execute the appropriate missed approach procedure, ATC issued climb out instructions or other ATC clearance.

8.17.10.1. To ensure obstacle/terrain clearance, the missed approach procedure may 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.

8.17.10.2. Prior to starting any instrument approach, pilots will ensure their aircraft can accomplish the missed approach. Unless a higher climb gradient is published or assigned by ATC, maintain a minimum climb gradient of 200 ft/NM during the missed approach. "Copter Only" approaches require a minimum climb gradient of 400 ft/NM. If, during an emergency, an aircraft is unable to comply with the missed approach routing or climb requirements, pilots should coordinate for alternate climb out instructions to ensure the aircraft will vertically clear all obstacles.

8.18. IFR "VFR-on-Top. " Unless otherwise restricted by the MAJCOM, PICs may request and fly IFR "VFR on Top" operations (IAW AFMAN 11-217V2 guidance) when the mission requires such clearances. If the PIC cancels the IFR clearance, comply with Chapter 7.

8.19. Performance Specification Airspace. PIC's will ensure their aircraft is properly equipped, certified, and approved before operating in any performance specification airspace (e.g. MNPS/RVSM/RNP-10/BRNAV, etc). See CNS/ATM requirements in Chapter 2.

8.19. (ACC)Performance Specification Airspace. ACC aircraft or aircraft under ACC oversight will document appropriate airspace certifications (MNPS, RVSM, RNP RNAV) in AFI 11-2 MDS Specific Volumes 3, aircraft T.O.s, or on the HQ ACC/A3TV website via HHQ Message. Once this certification is documented, aircraft may operate IAW appropriate civil procedures. Units will develop training programs to ensure aircrews are aware of any special conditions or procedures associated with operations in the airspace.

Table 8.3. (Added-ACC) . Pilot Weather Minimums for Fighter/Attack/CTP/MQ-1/MQ-9 Aircraft.

Category	Requirements
Category 1	Flying Hour Criteria: 150 hours primary flight time in assigned aircraft and 1000 hours total time. Takeoff: Published approach minimums for departure base. Approach Weather Minimums: As published for the approach.
Category 2	Flying Hour Criteria: 100 hours primary flight time in assigned aircraft, plus either be a flight lead or have 750 hours total time. Takeoff: Published approach minimums for departure base or ceiling 300 feet and visibility 1 mile (RVR 5000 feet), whichever is higher. Approach Weather Minimums: Published minimums for approach to be flown or ceiling 300 feet and visibility 1 mile (RVR 5000 feet), whichever is higher.
Category 3	Flying Hour Criteria: 50 hours primary flight time in assigned aircraft, plus either be BMC/CMR or have 500 hours total time. Takeoff: Published approach minimums for departure base or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher. Approach Weather Minimums: Published minimums for approach to be flown or ceiling 500 feet and visibility 1 1/2 miles, whichever is higher.
Category 4	Flying Hour Criteria: Successful completion of a formal instrument evaluation in assigned aircraft. Takeoff: Ceiling 700 feet and visibility 2 miles. Approach Weather Minimums: Published minimums of the planned approach or ceiling 700 feet and visibility 2 miles, whichever is higher.
Category 5	Flying Hour Criteria: All Initial Qualification Training and Requalification Training students before a formal instrument evaluation. Takeoff: Ceiling 1500 feet and visibility 3 miles. Approach Weather Minimums: Ceiling 1500 feet and visibility 3 miles.

NOTES:

1. This system applies to all ACC, AFRC and ANG pilots flying Fighter/Attack/CTP/MQ-1/MQ-9 aircraft. Document pilot weather minimum categories in ARMS.
2. When calculating total time, do not include student/UPT or other flight time. Hours in assigned MDS aircraft may include all Series or Mission types of a particular design aircraft (i.e., F-15A/B/C/D/E).
3. Assignment to Category 1 is dependent on the pilot's demonstrated knowledge and performance under operations in Category 2. The pilot's squadron commander will ensure that a current ARMS product or individual qualification letter is maintained with the pilot's training folder. The product

or letter documents those pilots qualified to fly Category 1 weather criteria by the squadron commander. The certifying official will annotate and initial changes to the product or the letter until the updated product is available.

4. Category 2 is the minimum for normal training/support missions. Category 1 may be exercised for overriding mission requirements with approval of the OG/CC or designated representative.
5. If an IP has immediate access to a duplicate set of flight controls, use the IP's pilot weather category. Companion Trainer Program flights without an IP on board will use the front cockpit pilot's weather minimums.
6. For formation approaches, the pilot weather minimums for the pilot with the most restrictive category will apply. Formation landings are prohibited in all cases when the weather is less than 500 feet and 1 1/2 miles unless required to cope with an emergency situation.
7. Conduct night formation landings only to cope with emergency situations. The preferred method of recovery is to drop the wingman off while the leader executes a go-around.
8. Qualified pilots may be placed on air defense alert regardless of the pilot's weather category (applies only to fighters). When existing or forecast weather is below the pilot's weather minimum category, place the pilot on mandatory alert status or change out as required by NORAD Regulation (NR) 55-11 (Classified), *NORAD Air Defense Fighter Alert* (U).
9. If non-current in precision approaches IAW AFI 11-2 MDS-Specific, Volume 1, increase the pilot weather minimum by one category. To regain currency, fly a precision approach under simulated instrument conditions IAW paragraph 5.16. or in weather at or above the raised weather category or IAW Note 5 above.

Chapter 9

CREW REST, FATIGUE MANAGEMENT AND FLIGHT DUTY LIMITATIONS

9.1. Background Information. This chapter prescribes mandatory crew rest and maximum Flight Duty Periods (FDP) for all personnel who operate USAF aircraft. Basic guidance for fatigue management strategies and waiver authority procedures are also addressed.

9.2. Waiver Authority. Procedures in this chapter may be waived by:

9.2.1. 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). Waivers to crew rest and flight duty limitations may be published in MAJCOM guidance or on a case-by-case basis. Exception: when authorized by the MAJCOM/A3, the PIC may extend maximum FDP up to 2 hours to compensate for unplanned mission delays, provided the mission requirements justify the increased risk.

9.2.2. COMAFFOR (in the grade of O-8 or higher) for forces under his or her operational control during contingencies and impending or actual hostilities. Waiver authority may be delegated to no lower than Air Component Commander/A3 or equivalent level.

9.3. Fatigue Management Authorization. Regardless of authorized FDP, the PIC will restrict duty time, extend crew rest periods or terminate a mission/mission leg if safety may be compromised by fatigue factors.

9.4. Terms Explained.

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

9.4.2. **Aircrew Member.** An individual, designated on the Flight Authorization, who:

9.4.2.1. Is an aircrew member as explained in AFD 11-4, *Aviation Service*, AFI 11-402, *Aviation and Parachutist Service*, *Aeronautical Ratings and Badges*, and,

9.4.2.2. Is assigned to a position listed in AFI 65-503, *US Air Force Cost and Planning Factors*, and,

9.4.2.3. Is designated on orders to fulfill specific aeronautical tasks.

9.4.3. **Augmented Aircrew.** A basic aircrew supplemented by additional aircrew members to permit in-flight rest periods IAW paragraph 9.4.8. 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.

9.4.3.1. **(Added-ACC)** Augmented aircrews are not authorized for ACC fighter or attack aircraft.

9.4.3.2. **(Added-ACC)** Augmented aircrew will consist of the extra qualified crewmembers identified below:

9.4.3.2.1. **(Added-ACC)** N/A AFRC. RC/TC-135 and WC-135: An extra aircraft commander and navigator. An extra crewmember qualified in cargo loading operations is required for cargo/passenger carrying missions.

9.4.3.2.2. **(Added-ACC)** E-3/E-4 Flight Deck/E-8. An extra aircraft commander, navigator and flight engineer.

9.4.3.2.2.1. **(Added-ACC)** E-4 Mission Crew. An E-4 alert mission crew is considered augmented regardless of flight deck augmentation. The mission crew FDP shall not be restricted due to the lack of flight deck augmentation.

9.4.3.2.3. **(Added-ACC)** N/A AFRC. OC-135: An extra aircraft commander, navigator and Airborne Systems Engineer.

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

9.4.5. **Crew Rest Period.** The crew rest period is normally a minimum 12-hour non-duty period before the FDP begins. Its purpose is to ensure the aircrew member is adequately rested before performing flight or flight related duties. Crew rest is free time, and includes time for meals, transportation, and rest. Rest is defined as a condition that allows an individual the opportunity to sleep.

9.4.5. **(ACC) Crew Rest Period.** For aircraft generation scenarios, e.g., Phase I exercise, crew rest is not required for aircrews to accept aircraft provided internal/external power application or engine start are not required for aircraft acceptance.

9.4.6. **Flight Duty Period.** FDP begins when an aircrew member reports for a mission, briefing, or other official duty and ends when engines are shut down at the end of the mission, mission leg, or a series of missions. FDP for UAS ends at final engine shut down, final in-flight handover briefing, or final crew swap, whichever occurs last.

9.4.6. **(ACC) FDP.** AFRC/ANG only. Flight duty period includes both military duty and civilian work for ARC personnel. It begins when the individual reports for his or her first duty period (military or civilian) and ends at engine shutdown at the end of the mission or series of missions. However, time spent in the completion of post-flight duties will not count as crew rest towards the next flight duty period. Active associate personnel assigned to an ARC unit will follow Active Duty rules per this supplement.

9.4.6.1. **(Added-ACC)** Time spent traveling as a passenger on commercial or military transportation in excess of 4 hours counts as part of the duty period. Official duty travel for personnel in official military/civilian status will count toward the duty period.

9.4.7. **“Deadhead” Time.** For crew rest purposes, “deadhead” time is computed as FDP. If an aircrew member will perform in-flight or crew-specialty related duties (i.e., aircraft off-loading or performance data calculations) in conjunction with “deadheading”, paragraphs 9.8., 9.11., 9.12. and Table 9.1 apply.

9.4.8. **Sleeping Provisions.** 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.

9.5. Alert Duty. MAJCOMs establish alert and compensatory periods in keeping with mission requirements and an ORM assessment.

9.5.1. (Added-ACC) Alert Duty Forces.

9.5.1.1. (Added-ACC) Alert Scheduling. Do not schedule an aircrew member for more than 7 days of continuous alert duty. Aircrews scheduled for a 7-day alert tour should be allowed a period of free time away from the alert facilities during their tour. Following a 7-day tour, an aircrew must have a minimum of 24 hours rest time away from the alert site before beginning a subsequent alert tour. If aircrew swap-out is delayed following a 7-day tour, an aircrew may extend for one 24 hour period with Sector/DO approval.

9.5.1.2. (Added-ACC) Travel to Alert Site. The flight duty period for alert aircrews traveling to alert via commercial air begins one hour prior to scheduled commercial air takeoff. The flight duty period for alert aircrews traveling to alert via military air begins upon arrival at the squadron for mission preparation/briefing. Upon assuming alert duties, the aircrew enters crew rest (as defined in paragraph **9.5.1.3.3 (Added)** of this supplement). For same day aircrew swap-outs at the end of the aircrews' 12-hour crew duty day, the unit will go on mandatory scramble order (MSO) status until aircrews have completed an 8-hour crew rest period. After obtaining required crew rest, aircrews may begin a duty period not to exceed 12 hours.

9.5.1.3. (Added-ACC) Flight Duty on Alert. Initial flight duty period is as displayed in **Table 9.1** (plus 2 hours if waived IAW para **9.6.3 (Added)** of this supplement, if required) and begins with the first squadron duty, alert changeover or ANG civilian work, whichever occurs first. After getting crew rest on alert (paragraph **9.5.1.3.3 (Added)**), subsequent flight duty periods begin with any official tasking and will not exceed respective times shown in **Table 9.1**

9.5.1.3.1. (Added-ACC) Planned Tasking. Planned tasking (e.g., training sorties, aircraft swaps, etc.) will not exceed the flight duty period. If an actual alert tasking results in an aircrew member exceeding the flight duty period, replace or put the crewmember on MSO status until crew rest is obtained.

9.5.1.3.2. (Added-ACC) Normal Sleeping Hours. Except for actual alert tasking, do not disturb alert crews from 2200-0600L. For any planned missions (actual alert or training) that start during or extend into the period 2200-0600L, make all possible attempts to notify aircrew members in enough time for mission preparation and crew rest. Any tasking or duty accomplished by the aircrew during this period will be considered official tasking and will reset crew rest and crew duty day calculations. This includes those duties in paragraph **9.5.1.3.3 (Added)** that do not normally affect crew rest and crew duty day calculations such as obtaining weather, NOTAMS, power-on checks and aircraft acceptance.

9.5.1.3.3. (Added-ACC) Crew Rest on Alert. Once provided the opportunity for at least 8 hours uninterrupted rest, an aircrew member may start a new alert flight duty period. The crew rest period for alert is defined as the period when "official alert duties" are not being performed. Crew rest is free time, which includes time for meals and rest. "Official alert duties" are defined as alert scrambles to include battle

stations, runway alert, cocking the aircraft or a suit-up call. "Official alert duties" do not include checking weather, NOTAMS, power-on checks (oxygen/light checks) i.e., those checks accomplished without engine start or aircraft acceptance (walk around and forms check) if performed during normal waking hours (0600-2200L).

9.5.1.3.4. **(Added-ACC) Restricted Status.** If the air defense sector and the unit determine that they need to place an aircrew member into crew rest due to probable future tasking, they may place the unit on restricted status. When on restricted status, alert crews will be in crew rest. This is distinct from MSO status and does not require up-channel reporting or prevent other HHQ tasking.

9.5.1.3.5. **(Added-ACC) Sortie Limits.** An aircrew member may fly up to three sorties during a flight duty period. Alert scrambles do not have a day/night combination limit. Upon reaching the sortie limit, replace the aircrew member or put on MSO status until crew rest is obtained.

9.5.1.3.6. **(Added-ACC) Post-alert Status.** An alert aircrew member may perform a normal flight duty period if crew rest requirements are met IAW paragraph 9.7.1 of this supplement. The post-alert duty day begins at changeover, scramble activity (including battle stations or a "suit-up" call) or other official tasking, whichever occurs first.

9.5.1.3.7. **(Added-ACC) Squadron Supervision.** Squadron supervisors recalled to perform supervisory/SOF duties during an actual scramble do not need to meet crew rest requirements for that duty. However, they must obtain required crew rest before returning to duty if scheduled to fly.

9.5.1.4. **(Added-ACC) Alert Contingencies.** Alert duty is a dynamic environment and as such all contingencies cannot be addressed. An alert aircrew or alert site commander may put the site on restricted or MSO status at any time due to crew rest considerations (actual/planned tasking, fatigue or other factors). The preservation of lives and assets should be the overriding factor in all crew rest decisions.

9.5.2. **(Added-ACC) Alert Duty Forces in support of USSTRATCOM.** All aircrew will respond to a report to aircraft, klaxon or klaxon advisory in accordance with applicable directives, regardless of flight duty period or crew rest limitations and accomplish required actions. However, do not violate crew rest during training, exercises or inspections. During actual OPLAN execution, compliance with crew rest requirements is encouraged but not required.

9.5.2.1. **(Added-ACC) Alert Scheduling.** Do not schedule an aircrew member for more than 7 days of continuous alert for inspections, exercises or training. Schedule aircrew as required to support actual OPLAN execution. Crew management during actual OPLAN execution should be based on continuing alert operations indefinitely.

9.5.2.2. **(Added-ACC) Flight Related Duty on Alert.** Initial flight duty period is as displayed in [Table 9.1](#) (plus 2 hours if waived IAW para 9.6.2 **(Added)** of this supplement, if required) and begins with the first squadron duty or alert changeover, whichever occurs first. After getting crew rest on alert (paragraph 9.5.2.4 **(Added)**), subsequent flight duty periods begin with any official tasking and will not exceed

respective times shown in [Table 9.1](#) Aircrew will enter crew rest at expiration of the flight duty period.

9.5.2.3. **(Added-ACC) Normal Sleeping Hours.** Except for a required aircrew response for real world situations, do not disturb alert crews from 2200-0600L. For any planned activities (alert duties or training) that start during or extend into the period 2200-0600L, make all possible attempts to notify aircrew members in enough time for mission preparation and crew rest. Any tasking or duty accomplished by the aircrew during this period will be considered official tasking and will reset crew rest and crew duty day calculations. This includes those duties in paragraph [9.5.2.4 \(Added\)](#), that do not normally affect crew rest and crew duty day calculations.

9.5.2.4. **(Added-ACC) Crew Rest on Alert.** Once provided the opportunity for at least 8 hours uninterrupted rest, an aircrew member may start a new alert flight duty period. The crew rest period for alert is defined as the period when "official alert duties" are not being performed. Crew rest is free time, which includes time for meals and rest. "Official alert duties" are defined as alert crew response, AARP operations, daily alert briefing, daily preflight, aircraft/aircrew changeover, change to Combat Mission Folder material, change to Positive Control Materials and any aircraft maintenance that requires aircrew presence at the aircraft. "Official alert duties" do not include individual crews checking weather or NOTAMS, etc. if performed during normal waking hours (0600-2200L).

9.5.2.5. **(Added-ACC) Post Alert Status:** An alert aircrew member may perform a normal flight duty period if crew rest requirements are met. The post-alert duty day begins at daily alert briefing or other official alert duty, whichever occurs first.

9.5.2.6. **(Added-ACC) Alert Contingencies.** Alert duty is a dynamic environment and as such all contingencies cannot be addressed. Wing Commander will make all crew rest decisions balancing safety with mission accomplishment. For training, exercises or inspections that are not linked to real world events, wing leadership and/or Inspector General Team Chief will ensure schedules allow for adherence to crew rest and flight duty period restrictions. Wing leadership is responsible for notifying personnel if an exercise/training/inspection generation changes to a real world generation.

9.6. Maximum Flying Time. 56 hours flight time logged per 7 consecutive days, 125 hours flight time logged per 30 consecutive days and 330 hours per 90 consecutive days.

9.6. (ACC)Maximum Flying Time. The maximum flying time for aircrew members of Fighter/Attack/CTP will be 75 hours per 30 consecutive days and 200 hours per 90 consecutive days. IAW paragraph [9.2.1](#) of the basic AFI, the 56 hours logged per 7 consecutive days maximum is waived to 84 hours for Bomber/Battle Management/Reconnaissance/Treaty Verification aircraft on operational missions or deployments. No training sorties will be flown with logged flight time over 56 hours per 7 consecutive days in any case.

9.6.1. **(Added-ACC)** ACC aircrew flying in support of contingency operations are exempt from maximum flying time restrictions as stated in paragraph [9.6](#) These aircrew will follow AFI 11-202V3 basic regulation maximum flying time rules. This exemption includes deployment and redeployment sorties.

9.6.2. **(Added-ACC)** Basic aircrew maximum flight duty periods may be extended up to 4 hours by wing commanders (ANG/AFRC: Operations Group Commander). For extensions

greater than 4 hours, the waiver authority is the HQ ACC/A3 (ANG: HQ NGB/A3; AFRC: HQ AFRC/A3). The HQ ACC/A3 (ANG: NGB/A3; AFRC: HQ AFRC/A3) is the approval authority for any extension to the augmented aircrew maximum flight duty period. The following exceptions apply:

9.6.2.1. **(Added-ACC)** For ACC AOS-controlled PDM, FMS and non-unit move missions, the ACC AOS/CC may extend crew duty day by up to 2 hours.

9.6.2.2. **(Added-ACC)** ACC active duty advisors attached to units under ACC oversight will comply with ACC guidance.

9.6.2.3. **(Added-ACC)** Aircrews will follow the guidance and seek waiver through other MAJCOMS while under their operational control.

9.6.2.4. **(Added-ACC)** COMAFFOR is the waiver authority for crews under OPCON of a COCOM. Forces operating in an AOR and not under OPCON of the COCOM will forward waiver requests through their appropriate leadership chain (MAJCOM or NAF) to ACC for approval.

9.6.3. **(Added-ACC)** AFRC only. For rotary-wing aircraft, maximum FDP is IAW Table 9.1. and the following restrictions:

9.6.3.1. **(Added-ACC)** AFRC only. For missions originating from home station, maximum FDP is 14 hours for all training mission events, FCF flights, space center launch and recovery support missions and deployments.

9.6.3.2. **(Added-ACC)** AFRC only. For training/FCF missions that do not originate from home station, redeployments or contingencies and exercise missions, maximum FDP is as follows:

9.6.3.2.1. **(Added-ACC)** AFRC only. Maximum FDP for training and FCF flights is 12 hours.

9.6.3.2.2. **(Added-ACC)** AFRC only. Maximum FDP for contingencies and exercise missions is 14 hours.

9.6.3.2.3. **(Added-ACC)** AFRC only. Maximum FDP for flights where the sole purpose is deployment or redeployment is 14 hours.

9.6.3.2.4. **(Added-ACC)** AFRC only. Maximum FDP for deployments/redeployments in which training is planned enroute is 14 hours. No tactical training will be accomplished after 12 hours.

9.6.4. **(Added-ACC)** For active PR and Operational Support missions already in progress, HH-60 PIC may extend their crew duty day up to 2 hours. On operational support missions that have been extended, do not perform low-level operations, tactical approaches or AIE maneuvers during the extension.

9.7. Maximum FDP. (see Table 9.1)

9.7.1. 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.

9.7.2. For single pilot aircraft or when only one pilot has access to the flight controls, the maximum FDP is 12 hours.

Table 9.1. Maximum FDP (Hours).

Aircraft Type	Basic Aircrew	Augmented Aircrew
Single Control Aircraft	12	NA
Fighter, Attack or Trainer (Dual Control)	12	16
Bomber, Reconnaissance, Electronic Warfare, or Battle Management (Dual Control)	16	24
Tanker/Transport (includes T-39 and T-43)	16	NA
Tanker/Transport (Sleeping Provisions) (includes T-39 and T-43)	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

Table 9.1. (ACC) Maximum Flight Duty Period (Hours).

Type Aircraft	Basic Aircrew (NOTE 1)	Augmented Aircrew
Bomber, Reconnaissance, Electronic Warfare or Battle Management (Dual Control)	16 (NOTE 5)	24 (NOTE 5)
HC/MC-130	16 (NOTE 6)	20 (NOTE 6)
<p>NOTES:</p> <ol style="list-style-type: none"> 1. For single seat aircraft or when only one pilot has access to the flight controls, the maximum flight duty period is 12 hours. 2. Applies when 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. 3. For the purpose of this paragraph, the T-43 and the T-39 may be considered a transport 4. ROA FDP limitations constitute the period of time an individual crewmember may be on duty, whether at the controls or not, prior to requiring crew rest. 5. For bomber HHD missions including Global Power missions, the approved EXORD constitutes approval to exceed the flight duty period if the EXORD specifically states "The ACC/A3 approves a maximum crew duty period of XX hours" for the specified exercise. In any other case or for non-HHD missions units must request a duty period waiver from the ACC/A3. 6. Mission restrictions in accordance with AFI 11-2HC-130V3. 		

9.8. Crew Rest. Aircrew require at least 10 continuous hours of restful activities (including an opportunity for at least 8 hours of uninterrupted sleep) during the 12 hours immediately prior to the FDP. To ensure individual accountability and mission reliability, crewmembers should be officially notified prior to entering a crew rest period. A crew rest period cannot begin until after the completion of official duties.

9.8.1. Crew rest is compulsory for any aircrew member prior to performing any of the following flight-related duties: preflight, load/unload, start, and taxi aircraft.

9.8.2. Each aircrew member is individually responsible to ensure that he or she obtains sufficient rest during crew rest periods. Activities that would prevent the opportunity to achieve at least 8 hours of uninterrupted sleep are discouraged.

9.8.3. **(Added-ACC)** N/A AFRC. Fighter/Attack/U-2 aircrew are limited to a maximum flight duty period of 10 hours when night operations are conducted. (ANG: Waiver authority for up to 12 hours is Operations Group commander). For the purpose of this restriction, night operations do not include civil twilight and duty day is based on time of day at mission termination. EXCEPTION: This restriction does not apply to alert crews covered under paragraph 9.5. in this supplement, single seat U-2 pilots flying combat or O-9 operational missions or pilots and WSOs operating aircraft under the control of ACC AOS.

9.9. Crew Rest Interruptions. Any official business or duty that requires the active participation of an aircrew member interrupts the crew rest period. This includes official business conducted on the telephone or other electronic means. If crew rest is interrupted so that

the individual cannot get an opportunity for at least 8 hours of uninterrupted sleep, the individual must be afforded the opportunity for at least 8 more hours of uninterrupted sleep plus reasonable time to dress, eat, travel, etc. Intentional crew rest interruptions shall only be made under the most exceptional circumstances. The individual must consider unofficial interruptions so that the intent of paragraph 9.8. is met. If crew rest is interrupted, individuals will inform a supervisor and remove themselves from the flight schedule, when necessary.

9.10. Exceptions to the 12-Hour Minimum Crew Rest Period. For continuous operations when basic aircrew FDPs are greater than 12 but less than 14 hours, subsequent crew rest may be reduced proportionally to a minimum of 10 hours in order to maintain a 24-hour work/rest schedule.

9.10. (ACC)ANG and AFRC only. The waiver authority for reduced crew rest related to local flying training is delegated to the wing commander. Wing commanders may reduce the crew rest period to 10 hours for home station continuation training sorties and other related duties, provided the ANG/AFRC crew member obtains 8 hours of uninterrupted rest. All other sorties/missions require 12 hours of crew rest. Crew rest related to duties not to include flying may be waived by the OG/CC. Commanders must exhaust all viable scheduling options before utilizing this waiver authority.

9.10.1. Continuous operations means three or more consecutive FDPs of at least 12 hours duration separated by minimum crew rest.

9.10.1.1. 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.

9.10.1.2. Any reduction from 12 hours 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.

9.10.2. **(Added-ACC) ANG only. Successive Flight Activity.** Crew rest for successive flight activity will not begin sooner than 1 hour after final landing from previous flight activity or when the last crew member leaves after completing related aircrew duties.

9.10.3. **(Added-ACC) AFRC only.** HH-60 and HC-130 crewmembers meeting the crew rest criteria, defined in paragraph 9.8. and the applicable AFI 11-2MDS Specific, Volume 3 may perform aircraft generation activities (pre-flight, load, start and taxi) without having formally been placed in a crew rest posture in advance. Activities involving aircraft generation shall not exceed a 12-hour duty day. Crew duty day begins at the start of official duties, unless noted below.

9.10.3.1. **(Added-ACC) AFRC only.** For crewmembers who have less than 12 hours crew rest but greater than 8 hours, OG/CC or equivalent is the waiver authority. Individual crew members must evaluate their ability to mentally and physically perform their required crew duties. Under normal day-to-day activities, the OG/CC should ensure crewmembers are afforded 12 hours rest for aircraft generation activities, but in some extreme cases, it may be necessary to begin these activities with less than 12 hours rest.

9.10.3.2. **(Added-ACC) AFRC only.** Crew duty day for aircraft generation activities begun with less than 12 hours rest is limited to 10 hours, beginning at crew show time.

9.10.3.3. **(Added-ACC)** AFRC only. Waiver for crew rest periods of less than 8 hours to perform aircraft generation activities rest with AFRC/A3.

9.10.3.4. **(Added-ACC)** AFRC only. Do not give crewmembers less than 12 hours crew rest without group commander approval.

9.10.3.5. **(Added-ACC)** AFRC only. Standby crews will be given 12 hours crew rest prior to the earliest anticipated show time. Aircrew not dispatched on a mission following standby duty will receive post-mission crew rest.

9.10.3.6. **(Added-ACC)** AFRC only. Crewmembers departing on missions scheduled to recover away from home station will be notified 24 hours before reporting for the mission. The first 12 hours are not considered crew rest, but are designed to allow crewmembers to resolve personal affairs. During these first 12 hours, a crewmember may perform limited non-flying duties. The second 12-hour period is inviolate.

9.10.3.7. **(Added-ACC)** AFRC only. The crew chief is responsible to the aircraft commander. The PIC will determine how long the crew chief can safely perform aircraft recovery actions. The crew chief must have the opportunity to sleep 8 hours of each 24-hour period.

9.11. Scheduling Restrictions. Aircrews will not perform flight duties until the requirements of paragraph 9.8 have been met.

9.11.1. Aircrew members must maintain a medical clearance from the flight surgeon to perform in-flight duties. All medical or dental treatment obtained from any source must be cleared by a flight surgeon prior to reporting for flight duty.

9.11.2. 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. In the absence of other MAJCOM guidance, the following is a partial list of medications that may be used without medical consultation:

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

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

9.11.2.3. OTC antacids for mild isolated episodes of indigestion.

9.11.2.4. OTC hemorrhoidal suppositories.

9.11.2.5. OTC bismuth subsalicylate for mild cases of diarrhea.

9.11.2.6. 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 symptoms of head congestion prior to flight.

9.11.2.7. For information on medication, see Aerospace Medicine policy letters at: https://kx.afms.mil/kxweb/dotmil/kjPage.do?cid=CTB_020686&functionalArea=AerospaceMedicine.

9.11.3. Aircrew members will not fly:

9.11.3.1. Within 24 hours of compressed gas diving (including SCUBA), surface supplied diving, hyperbaric (compression) chamber exposure or aircraft pressurization checks (to below sea level) that exceed 10 minutes duration (this restriction not applicable to UAS ground control station operations).

9.11.3.1.1. Exceptions: Following HEEDS training, aircrew may only fly within the 24 hour window if the aircraft's maximum altitude remains below 10,000 ft. MSL.

Pararescue aircrew personnel will follow guidelines IAW US Navy Diving Manual on flying and diving restrictions.

9.11.3.2. Within 12 hours after completion of a hypobaric (altitude) chamber flight above 25,000 ft. MSL. 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 delay as crewmembers or passengers if their cabin altitude does not exceed 15,000 ft. MSL (this restriction not applicable to UAS ground control station operations).

9.11.3.3. Within 72 hours after donating blood, plasma or bone marrow. The flying unit commander must approve donations of blood, plasma or bone marrow by aircrew members.

9.11.3.4. Within 12 hours of consuming alcohol or other intoxicating substance, or while impaired by its after effects. See also paragraph 5.1.4.

9.11.3.5. **(Added-ACC)** Crewmembers will not perform flying duties (using planned takeoff time) within 12 hours after actual exposure to noxious gases used in (gas) mask confidence training.

9.11.4. MAJCOMs should establish scheduling restrictions for aircrew members who, for duty or personal reasons, transit multiple time zones less than 24 hours prior to reporting for flying duty.

9.11.4. **(ACC)** Fighter and attack aircraft crews crossing four or more time zones within a 24-hour period, (e.g., returning from continental United States (CONUS) leave or completing deployment to or from CONUS) will not fly a local training sortie for 48 hours (waiver authority is the OG/CC).

9.11.5. **(Added-ACC)** N/A AFRC/ANG. For U-2 operational reconnaissance missions, reference AFI 11-220 (S), Reconnaissance Flight Rules and Procedures (U), for waiver authority of crew rest and crew duty limits.

9.11.6. **(Added-ACC)** N/A AFRC. Transition duty day for multi-pilot Bomber/Battle Management/Treaty Verification/ Tanker aircraft is a period of 12 hours that starts and runs concurrently with the maximum flight duty periods. Within the transition duty day, pilots may practice takeoffs, emergency procedures, low approaches or touch and go landings. For any sortie, OG/CC can approve an aircraft commander's initiated request to extend the transition duty day to 16 hours.

9.11.7. **(Added-ACC)** AFRC only. Except as listed in paragraph 9.6.3. (Added), for local training missions in multi pilot aircraft (including transition, air refueling, tactical, formation and low level missions), flight duty periods for AFRC crew members are waived, IAW

paragraph 9.2.1. of the basic AFI, up to 16 hours provided no more than 12 consecutive hours are devoted to actual flying duties. AFRC operations group commanders or equivalent may further limit training duty time.

9.11.8. **(Added-ACC)** N/A AFRC/ANG. The transition duty day for single seat U-2 pilots is 10 hours; 6 hours when wearing a pressure suit. For pilots flying two-seat models of the U-2, the non-pressure suit transition duty day is 12 hours when U-2ST qualified pilots occupy both seats.

9.11.9. **(Added-ACC)** Extend transition duty day to 16 hours for:

9.11.9.1. **(Added-ACC)** Flight evaluations conducted in B-1, E-4 and OC/RC/TC/WC-135 aircraft.

9.11.10. **(Added-ACC)** Fighter pilots/WSOs are limited to two sorties per duty day if either sortie is at night; otherwise, they are limited to three daytime sorties per day. During operational readiness inspections/unit operational evaluations, fighter aircrews may fly four sorties per duty day if all are in the daytime; three sorties if any are flown at night. Aircrews deploying/redeploying on active air defense missions or participating in NORAD or Air Forces Iceland exercises, while limited to three sorties, do not have the day/night combination limit.

9.11.11. **(Added-ACC)** When an aircrew member's ability to perform flying duties safely or effectively has become questionable or when involved in an aircraft mishap, the aircrew member's commander must immediately restrict the individual from being placed on any flying schedule.

9.12. Alertness Management Strategies. Commanders, mission planners, aerospace medicine personnel and crewmembers share responsibility for alertness management.

9.12.1. MAJCOMs will emphasize alertness management programs or procedures to minimize the risks associated with aircrew fatigue. These should include:

9.12.1.1. **Commander's Responsibilities.** Commanders use reasonable means to manage the health and welfare of their crew forces. Use aircrew and family education to emphasize the importance of aircrew fitness and alertness on duty performance. Consultation with aerospace medicine or other fatigue management experts is advisable.

9.12.1.2. **Fatigue Mitigation.** Mechanisms to ensure that at all stages of the mission, commanders, mission planners and PICs assess the impact of reduced aircrew alertness.

9.12.1.2.1. Assessments should include the fatiguing effects of weather, extremes of temperature, nighttime operations and use of NVDs, poor sleeping conditions (due to both location and time of day), mission delays, and restrictive personal equipment.

9.12.1.2.1.1. Commanders, mission planners, aerospace medicine personnel and PICs must continually execute ORM assessments and implement alertness management strategies such as: extending crew rest periods, pre-positioning crews, using sleep quarantine facilities, non-pharmacological countermeasures such as controlled cockpit rest, bright light or physical activity breaks; pharmacological agents (go and no-go pills), and fatigue management education and training.

- 9.12.1.2.2. To combat cumulative fatigue, commanders should grant additional crew rest, or limit consecutive duty days, during surge, combat, max-effort, or operations near maximum FDPs.
- 9.12.1.2.3. **(Added-ACC)** Aircrew members should be afforded a minimum of 24 hours crew rest following three consecutive flight duty periods of 16 hours or more with minimum crew rest between flights.
- 9.12.1.2.4. **(Added-ACC)** Allow crewmembers returning to their home base from lengthy flying TDYs sufficient time to recover from the cumulative effects of the mission and tend to personal needs.
- 9.12.1.2.5. **(Added-ACC)** Commanders will provide individuals with post-deployment compensatory time off and time off for recovery and reconstitution in accordance with AFI 36-3003 and other applicable guidance.
- 9.12.1.3. **Fatigue Countermeasure Medications.** MAJCOMs will provide guidance on the use of go and no-go medications IAW AF/SG policy. For more information see: <https://kx.afms.mil/kxweb/dotmil/kj.do?functionalArea=AerospaceMedicine>. This website contains policy letters, approved medications, forms, dosage and warnings for approved fatigue countermeasures medications. The website will be updated as required by AFMOA/SG3PF.
- 9.12.1.4. **Controlled Cockpit Rest.** Unless further restricted in MAJCOM guidance or MDS specific Volume 3, controlled cockpit rest may be implemented when the basic aircrew includes a second qualified pilot. All cockpit crewmembers must remain at their stations. Cockpit rest shall be limited to 45 minutes, taken by only one crew member at a time and must be restricted to non-critical phases of flight between cruise and one hour prior to planned descent. More than one rest period per crewmember is permitted. Cockpit rest is not authorized with any aircraft system malfunctions that increase cockpit workload (e.g., Autopilot, Navigation Systems). The resting crewmember must be roused immediately if a situation develops that may affect flight safety. Cockpit rest shall not be a substitute for any required crew rest.
- 9.12.1.4.1. **(Added-ACC)** Controlled cockpit rest applies to crewmember positions where normal duties are performed. If aircraft have provisions for sleeping/rest, the restrictions of controlled cockpit rest do not apply and crewmembers may take rest IAW MDS-specific directives and T.O. All ACC and AFRC bomber aircraft are equipped with sleeping provisions. Guidance for long duration flight kit development is addressed in AFI 11-2MDSV1. The aircraft commander is the final authority for cockpit rest.
- 9.12.2. 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 in flight publications take precedence over less restrictive standards in this instruction.

9.13. Forms Prescribed. AF Form 70, *Pilot's Flight Plan and Flight Log*; DD 175, *Military Flight Plan* and DD 1801, *DoD International Flight Plan*.

9.14. Forms Adopted. See above and AF Form 847, *Recommendation for Change of Publication (Flight Publications)*, DD Form 2131, *Passenger Manifest*.

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Attachment 1

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Abbreviations and Acronyms

(Added-ACC) **DRUs**—Direct Reporting Units

(Added-ACC) **FCFs**—Functional Check Flight

(Added-ACC) **Ops**—Operations

(Added-ACC) **A/A**—Air-to-Air

(Added-ACC) **AAVS**—Air Force Audio Visual Service

AC—Advisory Circular

ACAS—Aircraft Collision Avoidance System (ICAO) (see TCAS)

(Added-ACC) **ACBT**—Air Combat Training

(Added-ACC) **ACC**—Air Combat Command

ADIZ—Air Defense Identification Zone

(Added-ACC) **AFCS**—Automatic Flight Control System

AFF—Aircrew Flight Frame

AFFSA—Air Force Flight Standards Agency

AFH—Air Force Handbook

AFI—Air Force Instruction

AFJI—Air Force Joint Instruction

AFMAN—Air Force Manual

(Added-ACC) **AFMSS**—Air Force Mission Support System

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

(ACC) **AFRC**—Air Force Reserve Command
AFREP—Air Force Representative to the FAA
AGL—Above Ground Level
(Added-ACC) **AIE**—Alternate Insertion/Extraction
(Added-ACC) **AIFF**—Advanced Identification Friend and Foe
AIM—Aeronautical Information Manual
AIP—Aeronautical Information Publication
ALS—Approach Lighting System
ALTRV—Altitude Reservation
(Added-ACC) **AMC**—Air Mobility Command
AMU—Area of Magnetic Unreliability
ANG—Air National Guard
(ACC) **ANG**—Air National Guard
(Added-ACC) **AOS**—Air Operations Squadron
AP—Area Planning
(Added-ACC) **ARC**—Air Reserve Component (both AFRC and ANG)
ARCP—Air Refueling Control Point
ARTCC—Air Route Traffic Control Center
ASRR—Airfield Suitability and Restrictions Report
ATC—Air Traffic Control
ATCAA—Air Traffic Control Assigned Airspace
(Added-ACC) **ATD**—Aircrew Training Device
ATIS—Automatic Terminal Information Service
BARO—VNAV-Barometric Vertical Navigation
(Added-ACC) **BMC**—Basic Mission Capable
BRNAV—Basic Area Navigation
BWC—Bird Watch Condition
(Added-ACC) **CARA**—Combined Altitude Radar Altimeter
(Added-ACC) **CAS**—Close Air Support
(Added-ACC) **CD**—Chemical Defense
CFR—Code of Federal Regulations (Formerly FARs)
(Added-ACC) **CHUM**—Chart Updating Manual

CMNPS—Canadian Minimum Navigation Performance Standards

(Added-ACC) CMR—Combat Mission Ready

CNS/ATM—Communications, Navigation, Surveillance and Air Traffic Management

COA—Certificate of Authorization or Waiver

(Added-ACC) COCOM—Combatant Commander

COMAFFOR—Commander Air Force Forces

(ACC) COMAFFOR—Commander, Air Force Forces

(Added-ACC) CONOPS—Concept of Operations

CONUS—Continental United States

(Added-ACC) CTP—Companion Trainer Program

DA—Decision Altitude

(Added-ACC) DCA—Defensive Counter Air

(Added-ACC) DCS—Decompression Sickness

DER—Departure End of the Runway

DH—Decision Height

(Added-ACC) DOD—Department of Defense

DP—Departure Procedure

(Added-ACC) DSN—Defense Switched Network

(Added-ACC) DUATS—Direct User Access Terminal Service

EFB—Electronic Flight Bag

EGPWS—Enhanced Ground Proximity Warning System

ELT—Emergency Locator Transmitter

ELP—Emergency Landing Pattern

(Added-ACC) EP—Emergency Procedure

ETA—Estimated Time of Arrival

ETCA—Education and Training Course Announcement

ETOPS—Extended Operations

(Added-ACC) EWO—Electronic Warfare Officer

(Added-ACC) EXORD—Execute Order

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order

FAWP—Final Approach Waypoint

FBO—Fixed-Base Operator
FCG—Foreign Clearance Guide
FDE—Fault Detection and Exclusion
FDP—Flight Duty Period
FIH—Flight Information Handbook
(Added-ACC) FITS—Fighter Index of Thermal Stress
FL—Flight Level
FLIP—Flight Information Publication
FMC—Flight Mission Computer
FMS—Flight Management System
(ACC) FMS—Foreign Military Sales
(Added-ACC) FOA—Field Operating Agency
FOD—Foreign Object Damage
(Added-ACC) FOL—Forward Operating Location
FSS—Flight Service Station
(Added-ACC) FTU—Formal Training Unit
(Added-ACC) FW—Fighter Wing
GCAS—Ground Collision Avoidance System
GCS—Ground Control Segment/Station (of an UAS)
(Added-ACC) GDSS—Global Decision Support System
GP—General Planning
GPS—Global Positioning System
(Added-ACC) GPU—Ground Power Unit
GPWS—Ground Proximity Warning System
HAA—Height Above Aerodrome
(Added-ACC) HAR—Helicopter Air Refueling
HAT—Height Above Touchdown
HDD—Head-Down Display
HEEDS—Helicopter Emergency Egress Device System
(Added-ACC) HHD—Higher Headquarter Directed
(Added-ACC) HHQ—Higher Headquarter
HMD—Helmet-Mounted Display

HMU—Height Monitoring Unit

(Added-ACC) HQ—Headquarters

HUD—Head-Up Display

IAP—Instrument Approach Procedure

(Added-ACC) IAW—In Accordance With

ICAO—International Civil Aviation Organization

(Added-ACC) IFF/SIF—Identification Friend and Foe/Selective Identification Feature

IFR—Instrument Flight Rules

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

INS—Inertial Navigation System

(Added-ACC) IP—Instructor Pilot

ISA—International Standard Atmosphere

(Added-ACC) IWSO—Instructor Weapon System Officer

(Added-ACC) JASU—Jet Air Start Unit

(Added-ACC) KCAS—Knots Calibrated Airspeed

KIAS—Knots Indicated Airspeed

LAAS—Local Area Augmentation System

LAHSO—Land and Hold Short Operations

(Added-ACC) LATN—Low Altitude Tactical Navigation

(Added-ACC) LCP—Laser Command Pointer

(Added-ACC) LEP—Laser Eye Protection

LNAV—Lateral Navigation

LOA—Letter of Agreement

LPV—Localizer-performance with Vertical Guidance

(Added-ACC) LZ—Landing Zone

MAGR—Miniature Airborne GPS Receiver

MAJCOM—Major Command

MAHP—Missed Approach Holding Point

MAP—Missed Approach Point

(Added-ACC) MARSAs—Military Authority Assumes Responsibility for Separation of Aircraft

MAWP—Missed Approach Waypoint

MDA—Minimum Descent Altitude
MDS—Mission Design Series
MEA—Minimum En route Altitude
(Added-ACC) MEL—Minimum Equipment List
MEP—Mission Essential Personnel (see “Passenger” and AFI 11-401)
MIA—Minimum IFR Altitude
MNPS—Minimum Navigation Performance Specifications
MOA—Military Operations Area
MOCA—Minimum Obstruction Clearance Altitude
MSL—Mean Sea Level
(Added-ACC) MSO—Mandatory Scramble Order
MTR—Military Training Route
NACO—National Aeronautical Charting Office
(Added-ACC) NAOC—National Airborne Operations Center
NAS—National Airspace System
NAT—North Atlantic Track
NAVAID—Navigational Aid
NGA—National Geospatial-Intelligence Agency
NM—Nautical Mile
NOAA—National Oceanic and Atmospheric Administration
(Added-ACC) NOHD—Nominal Ocular Hazard Distance
(Added-ACC) NORAD—North American Air Defense Command
NOTAM—Notices to Airmen
NVD—Night Vision Device
(Added-ACC) OC—ALC—Oklahoma City Air Logistics Center
(Added-ACC) OCF—Operational Check Flight
OCONUS—Outside the Continental US
OEI—One Engine Inoperative
(Added-ACC) OG—Operations Group
(Added-ACC) OG/CC—Operations Group Commander
(Added-ACC) OIC—Officer in Charge
(Added-ACC) OPCON—Operational Control

(Added-ACC) OPS—Operations

OROCA—Off Route Obstruction Clearance Altitude

ORM—Operational Risk Management

ORTCA—Off Route Terrain Clearance Altitude

OTC—Over-the-Counter

PAPI—Precision Approach Path Indicator

PANS—OPS-Procedures for Air Navigation Services-Aircraft Operations

(Added-ACC) PDM—Periodic Depot Maintenance

PFPS—Portable Flight Planning System

PFR—Primary Flight Reference

PGU—Portable GPS Unit

PIC—Pilot in Command

PIREP—Pilot Report

PLGR—Precision Lightweight GPS Receivers

PMSV—Pilot-to-Metro Service

PRM—Precision Runway Monitoring Approach

PV—Prevailing Visibility

ODP—Obstacle Departure Procedure

OWS—Operational Weather Squadron

(ACC) OWS—Operational Weather Squadron

(Added-ACC) QA—Quality Assurance

RA—Resolution Advisory

RAIM—Receiver Autonomous Integrity Monitoring

(Added-ACC) RCR—Runway Condition Reading

RNAV—Area Navigation (may use GPS)

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

RVV—Runway Visibility Value
SAR—Search and Rescue
SARP—Standards and Recommended Practices
SCA—Self-Contained Approach
SCNS—Self Contained Navigation System
SDP—Special Departure Procedures
SFO—Simulated Flameout
SID—Standard Instrument Departure
SM—Statute Mile
SUA—Special Use Airspace
SVFR—Special Visual Flight Rules
TA—Traffic Alert
TAWS—Terrain Awareness and Warning System (see EGPWS)
TCAS—Traffic Alerting and Collision Avoidance System (see ACAS)
TEMPO—Temporary
TERPS—Terminal Instrument Procedures
TFR—Temporary Flight Restriction
TF/TA—Terrain Following/Terrain Avoidance System
T.O.—Technical Order
TPP—Terminal Procedures Publication
TSO—Technical Standard Order
UA—Unmanned Aircraft
UAS—Unmanned Aircraft System
USG—United States Government
VASI—Visual Approach Slope Indicator
VFR—Visual Flight Rules
VMC—Visual Meteorological Conditions
VNAV—Vertical Navigation
WAAS—Wide Area Augmentation System
WX—Weather

Terms

Some terms printed here are reserved for future use or are intended to define a common vocabulary for HQ AFFSA, MAJCOM, USAF aircrew and industry users of this AFI.—

1090mHz Extended Squitter (1090 ES)—The most mature of the 3 ADS-B link options. A “Squitter” provides a spontaneous transmission containing information about the aircraft’s identification, position, altitude, velocity, and route of flight information. It uses the Mode S transponders as a basis for operation.

8.33KHz spacing—Due to frequency congestion in the 118-137 MHz range (voice communications) in Europe, the normal spacing between frequencies (25 kHz) was further divided into three 8.33 kHz bands.

Automatic Dependent Surveillance Broadcast (ADS—B)—Aircraft equipment that automatically broadcasts routine messages which include its position (such as lat, long, altitude), velocity, and altitude. Other information may also be included.

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

Air Force Flight Standards Agency (AFFSA)—HQ USAF Field Operating Agency (FOA) charged with the development, standardization, evaluation and certification of procedures, equipment and standards to support global flight operations. Centrally manages ATCALs, the SDP program contract, performs combat flight inspection, and instructs the Air Force Advanced Instrument School for USAF pilots. Central agency responsible for global USAF Terminal Instrument Procedures. Headquartered at the FAA’s Mike Monroney Aeronautical Center in Oklahoma City, OK.

Air Combat Tactics—A general term that includes basic fighter maneuvers, air combat maneuvers, and air combat tactics.

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 in the morning 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 light and moon data. Both periods of twilight are considered “day”, unless further restricted by the MAJCOM.

Communication, Navigation, Surveillance, and Air Traffic Management (CNS/ATM)—An umbrella term used to describe the emerging avionics technologies and architecture of space- and ground-based systems designed to bring about **Free Flight**. Examples include: **RNAV/RNP, RVSM, CPDLC, ADS-B, elementary and enhanced Mode S, 8.33 kHz radios, FM Immunity, TCAS, and TAWS**—Previously termed Global Air Traffic Management (GATM) by the DoD.

Composite Flight Plan—A flight plan which specifies VFR operation for one portion of flight and IFR for another portion.

Controller-Pilot Data Link Communications (CDPLC)—An “email-like” data link between pilots and ATC that will augment and may replace voice communications. The two

environments for CPDLC are currently Future Aeronautical Navigation System 1/A (FANS-1/A) and the Aeronautical Telecommunications Network (ATN).

Critical Phase of Flight—For the purposes of this AFI, this term shall include: Terminal Area operations including taxi, takeoff and landing, Low-level flight, Air Refueling, Airdrop, weapons employment, flight using NVGs, 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, converted to local time.

Down link Aircraft Parameters (DAP)—This is data down-linked to the ground, via the Mode S transponder, that provides information about the aircraft operations and planned route. The three types of DAP are “basic functionality” (flight ID, transponder capability, and flight status), “enhanced” [EHS] and “elementary” [ELS] surveillance features also provide flight intent information.

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

Diverse Departure—If the airport has at least one published approach, the absence of any non-standard takeoff minimums and/or IFR departure procedures for a specific runway normally indicates that runway meets diverse departure criteria. Pilots departing a diverse runway may climb runway heading to 400 ft. above the DER elevation and then turn in any direction provided the aircraft maintains a minimum climb gradient of 200 ft/NM until reaching the appropriate IFR altitude. Published “Sector” diverse departures (i.e. “Diverse Departure authorized 145° CW to 278° with min climb gradient of...”) are authorized as an Obstacle Departure Procedure.

Embedded GPS/INS (EGI)—A military, self-contained navigation system that provides positioning, velocity, and acceleration data for the aircraft. The EGI receives signals from GPS. The EGI receiver tracks up to five satellites simultaneously.

Enhanced Surveillance (EHS)—Support of EHS consists of populating and maintaining three Mode S transponder registers beyond those required for ELS: Selected Vertical Intention, Track and Turn Report, and Heading and Speed Report.

Elementary Surveillance (ELS)—Support of ELS consists primarily of populating and maintaining four Mode S transponder registers: Data Link Capability Report, Common-Usage Ground Initiated Comm B (GICB) Capability Report, Aircraft Identification (Flight ID), and Airborne Collision Avoidance System (ACAS) resolution advisory.

Extended Operations (ETOPS)—Those operations conducted over large bodies of water, or desolate land areas, outside of gliding distance to a suitable landing site.

FAA Authorization—An authorization is an official written FAA document which provides the petitioner relief from specified parts of the CFRs.

FAA Exemption—An exemption is an official written FAA document which provides the petitioner relief from specified parts of the CFRs.

Fault Detection/Exclusion (FDE)—A GPS receiver capable of autonomously determining which GPS satellite(s) is (are) causing the RAIM alert and then excluding the faulty satellite(s) from the navigation solution. Flight in some civil airspace requires both RAIM and FDE.

Flight Mission Computer/Flight Management System (FMC/FMS)—An on-board computer system that uses a database to allow routes and other navigation data to be preprogrammed. The system is updated with respect to position accuracy by reference to conventional navigation aids.

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 joinup and breakaway. Such a group is treated for ATC purposes as a single aircraft.

Free Flight—A safe and efficient operating capability under instrument flight rules in which the pilot has the freedom to select routing, altitude, and speed in real time.

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

Ground-Based Augmentation System (GBAS)—GBAS augments ground systems (typically at an airport) with equipment similar in functionality to a GPS satellite. This augmentation allows a properly equipped aircraft to increase the accuracy of the vertical/lateral GPS solution. The US LAAS is a GBAS equivalent system.

GNSS Landing System (GLS)—Hardware and software that augments the GPS SPS to provide for precision approach and landing capability. Based on differential GPS concepts, the GLS augments the basic GPS position data in order to increase the integrity, continuity, and accuracy needed for a precision approach.

GPS-based Monitoring Unit (GMU)—An on-board monitoring and recording unit composed of a GPS receiver, computer and flight deck windows antennae. An alternative to the ICAO requirement of overflying a Height Monitoring Unit (HMU) as a means to check aircraft for RVSM compliance.

Global Navigation Satellite System (GNSS)—An umbrella term adopted by ICAO to encompass any independent satellite navigation system. GNSS provides suitably equipped aircraft with en route/terminal navigation with non-precision approach and precision approach capabilities. The U.S. system is GPS.

Global Positioning System (GPS)—A constellation of satellites that enables the user to receive signals from six operational satellites nearly 100% of the time from most locations on Earth. RAIM and FDE ensures the GPS derived solution meets the accuracy, availability, and integrity requirements critical to flight safety

Differential GPS (GPS-D)—DGPS is a GPS augmentation that uses *differential corrections* to the basic satellite measurements that are performed within the receiver. DGPS is based upon accurate knowledge of the geographic location of Earth reference stations. This knowledge is used to compute corrections to GPS parameters, error sources, and/or resultant positions. These differential corrections are then transmitted to GPS users, either from a ground-based station [e.g., LAAS] or from a satellite-based system [WAAS, EGNOS, GALILEO, etc]. GPS receivers

apply the corrections to their received GPS signals and compute a more optimum position. For a civil user, differential GPS can improve accuracy from 100 meters to better than 10 meters.

Global Positioning System- Precise Positioning Service (GPS-PPS)—The military maintains exclusive access to the more accurate "P-code" (pseudo random code). It is much more accurate, much harder to jam and spoof. To provide better protection to military aircraft, the DoD has encrypted the P-code to form Y-code. Horizontal accuracy is less than ten meters.

Global Positioning System Standard Positioning Service (GPS- SPS)—One of two levels of GPS service used by both the military and civil aviation community in order to support aircraft navigation and landing. Since a Presidential Order turned Selective Availability off, SPS horizontal accuracy is about ten meters [vs. about 100 meters when SA is on].

GPS "Overlay" Approaches—These are instrument approaches that were previously approved for use with GPS based on an existing traditional instrument approach such as a VOR or NDB approach. As most of the "Overlay" approach locations now have RNAV (GPS) approaches, there is no GPS "Overlay" approach authorization from the FAA in the NAS.

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

Height Monitoring Unit (HMU)—A passive, ground-based system that measures the geometric height of an aircraft for comparison with the geometric height of the flight level at which it is being flown. The HMU calculates altimetry system error using meteorological information and the Mode-C/S height data. Overflight of an HMU satisfies the ICAO requirement to check aircraft for RVSM compliance. Additional information on RVSM monitoring program can be found at: http://www.tc.faa.gov/act-500/niaab/rvsm/naarmo_intro.asp

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 the 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—Meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling less than the minima specified for visual meteorological conditions.

Lateral Navigation (LNAV)—A function of RNAV equipment which calculates, displays, and provides lateral guidance to a profile or path.

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.

Low Close-in Obstacles—Those obstacles within the Initial Climb Area that require an excessive climb gradient to a climb-to-altitude of 200 feet or less above the Departure End of Runway elevation or alternate takeoff weather minima. 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 IFR Altitude (MIA)—The lowest safe altitude permitted to be flown under IFR. Normally, this is the lowest published IFR altitude (i.e. MEA, MOCA, OROCA, or ORTCA) for a given area, not including any portion of an IAP. See paragraph 8.13.

Minimum Navigation Performance Specification (MNPS)—Implemented in the North Atlantic region between FL285-420, it 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—Mode 5 is the 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 Select (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—Defined in 14 CFR §95.11 for CONUS, Alaska, Hawaii and Puerto Rico. PANS-OPS defines mountainous terrain as an area over which the changes of surface elevation exceed 900m (3,000 ft) within a distance of 18.5 km (10.0 NM), or 300 ft over a 1 NM distance. AFFSA believes the PANS OPS definition is too restrictive, so instead chose to use the definition from NATO's ATP 56(B) (Part 3, Chapter 4) that defines mountainous terrain as 500 ft surface elevation change over a ½ NM distance.

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. (See paragraph 1.2)

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

Non-Standard Formation—Operations under any of the following conditions:

- a. When the flight leader has requested and ATC has approved other than standard formation dimensions (≤ 1 NM lateral separation or ≤ 100 ft. vertical separation).
- b. When operating within an authorized altitude reservation (ALTRV) or under the provisions of a letter of agreement.
- c. When operations are conducted in airspace specifically designed for a special activity.

Obstacle Climb Gradient—FLIP products often provide different climb gradients, ATC and Obstacle. Only the obstacle climb gradient need be considered for OEI (if applicable) IFR departure planning. If no obstacle climb gradient is published, the aircraft must achieve a minimum climb gradient of 200 ft/NM (or as specified in paragraph 8.12.6.), OEI (if applicable), on all IFR departures. VFR departures must meet or exceed only any published gradient, OEI (if applicable), to an appropriate VFR cruise altitude or a MIA.

One Engine Inoperative—Multi-engine aircraft are typically certified as airworthy after demonstrating satisfactory control authority and climb capability after suffering the loss of one engine at the most critical moment on takeoff. USAF multi-engine aircraft must be operated so the aircraft is capable of experiencing such an event and still vertically clear all departure path obstacles (even at night or while IMC). Therefore, using civilian “see and avoid” rules is prohibited, unless specifically authorized by the MAJCOM/CC or as published in a Special MAJCOM Certification procedure.

Operations Supervisor—This term is officially defined in AFI 11-418. MAJCOMS for which that AFI does not apply (AFSOC/AMC/AFRC) should use an equivalent-level mission execution authority position as the operations supervisor.

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 en route charts covering those areas outside the United States.

Passenger—An individual on board the aircraft who is not on the aeronautical orders IAW AFI 11-401. For the purpose of this AFI, MEPs are considered passengers.

P Airfield—Civil airport wherein permit covers use by transient military aircraft.

PANS-OPS—ICAO documents detailing specific procedures for the safety of air traffic navigation agreed to by ICAO signatories.

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 actually 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—The greatest horizontal visibility observed throughout at least half of the horizon circle. It need not be continuous throughout 180 consecutive degrees.

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. See: http://www.faa.gov/education_research/training/prm/.

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. Note: Instrument procedures with radar requirements should be avoided whenever possible.

Receiver Autonomous Integrity Monitoring (RAIM)—RAIM is a two-step process used to assess the integrity of the GPS signals in the receiver. First, the GPS receiver determines if five or more working satellites are above the horizon and in the proper geometry to make RAIM available. Second, based upon the range solutions from those satellites it must determine if the RAIM algorithm indicates a potential navigation error. Flight in some civil airspace requires RAIM and FDE.

Reduced Lighting—External aircraft lighting that is less than that required by paragraph 5.20.

Reduced Same Runway Separation—Allows reduction of the normal ATC aircraft separation standards during landing/touch-and-go and restricted low approach operations to increase the airport/runway capacity.

Reduced Takeoff Runway Length Procedure—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. Normally printed in the IAP ▼ section as: “...or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.” Aircrews are NOT permitted to compute climb gradients in this manner.

Remotely Piloted Aircraft—The aircraft portion of an unmanned aircraft system. Normally, Group 4 and 5 unmanned aircraft are considered RPAs, and are flown by RPA Pilots.

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.

Required Navigation Performance (RNP)—Prescribes the system performance necessary for operation in a specified airspace, based on its required accuracy (RNP value). The basic

accuracy requirement for RNP-X airspace is for the aircraft to remain within X nautical miles of the cleared position for 95% of the time in RNP airspace.

RNAV–Area Navigation—Rather than fly established airways from one ground NAVAID to another, RNAV permits suitably equipped aircraft to operate on any desired course between virtual waypoints.

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, Volume 1.

Runway Visual Range—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.

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.

Self-Contained Approach—An arrival procedure, normally from a minimum IFR altitude, to a runway, using only navigational equipment on board 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—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 feet vertically from the lead aircraft.

Stopover Flight—A flight where intermediate stops are planned en route to a final destination.

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 COCOM) 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.

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.

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.

Unmanned Aircraft System—A control station, one or more unmanned 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.

Visual Meteorological Conditions—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 must be followed.

VFR-on-Top—ATC authorization for an IFR aircraft to operate in VFR conditions at any appropriate VFR altitude (as specified in FLIP and as restricted by ATC). A pilot receiving this authorization must comply with the VFR visibility, distance from cloud criteria, and the minimum IFR altitudes specified in Chapters 7 and 8.

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.

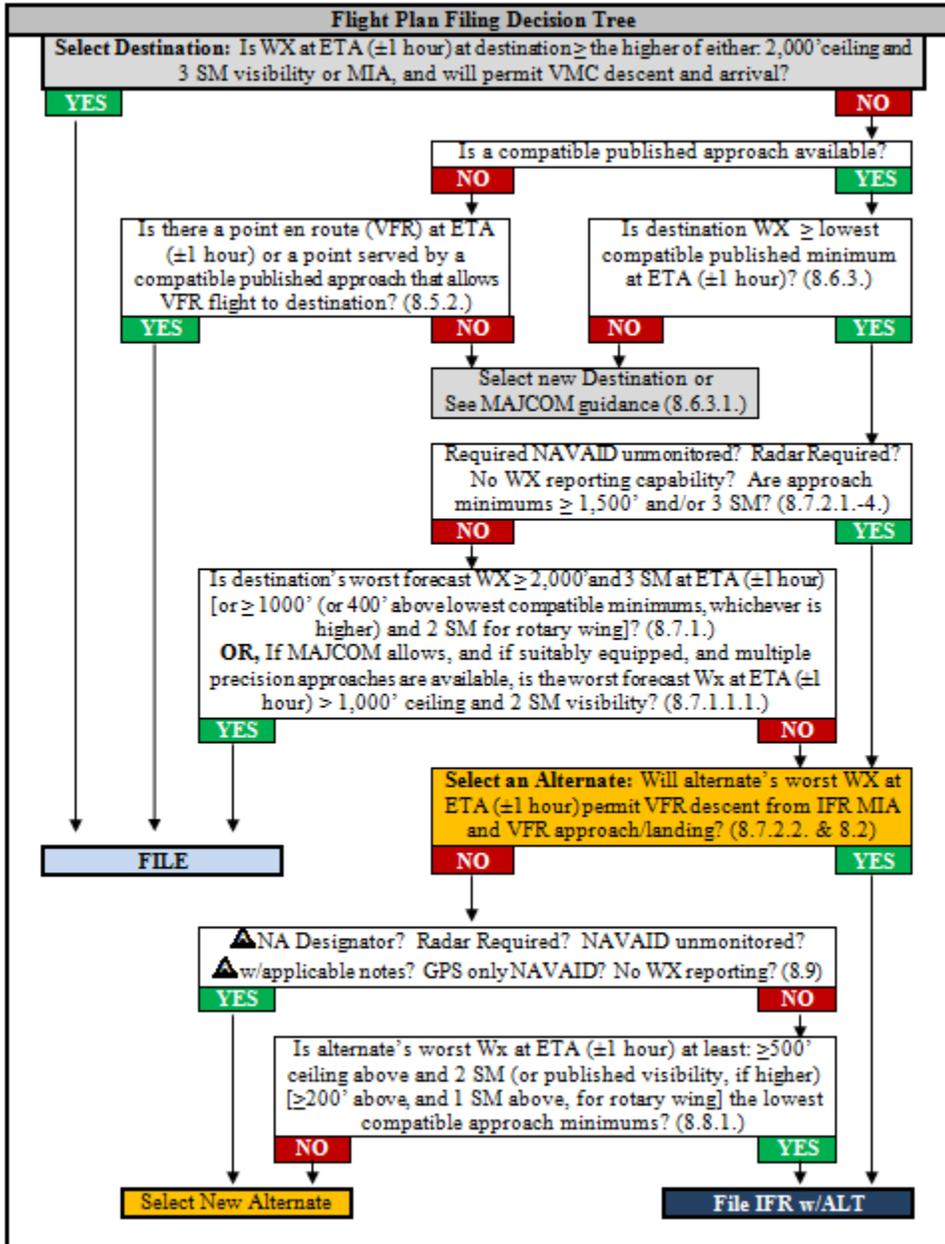
Vertical Navigation (VNAV)—A term that describes using GPS lateral and vertical guidance to define the minimums for a GPS non-precision or precision approach.

Wide Area Augmentation System (WAAS)—The U.S. implementation of Space Based Augmentation System (SBAS), a satellite navigation system consisting of the equipment and software which augments the GPS Standard Positioning Service (SPS).

World Geodetic Survey—1984 (WGS-84)—Developed by the U.S. for world mapping, WGS 84 is an earth fixed global reference frame. It is the ICAO standard.

ATTACHMENT 2

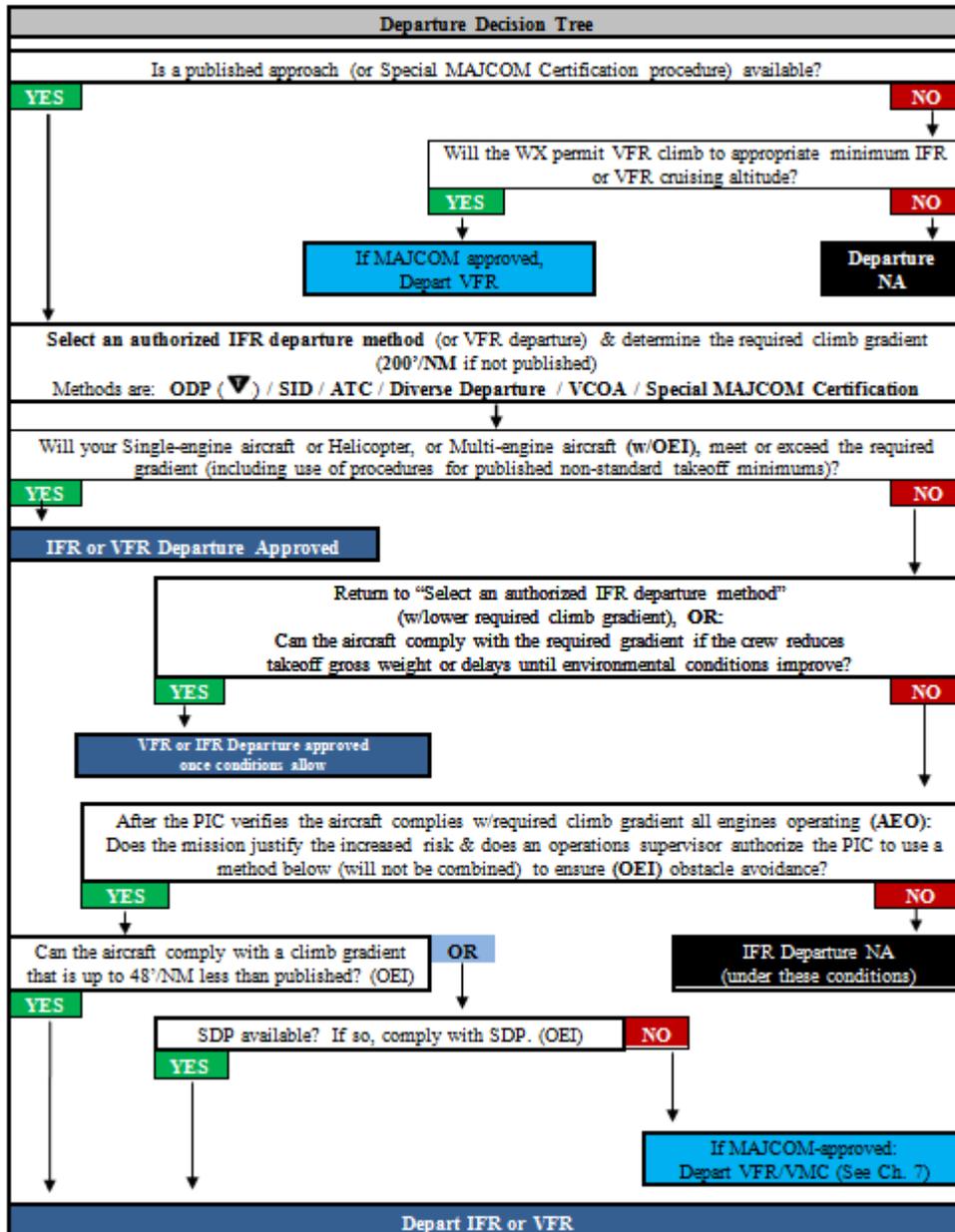
FLIGHT PLAN FILING DECISION TREE



Note: PICs shall conduct departure planning IAW AFMAN 11-217V1 & V2 and this instruction.

Attachment 3

DEPARTURE DECISION TREE



Note: PICs shall conduct departure planning IAW AFMAN 11-217V1 & V2 and this instruction.

Attachment 4 (Added-ACC)

FIGHTER INDEX OF THERMAL STRESS (FITS) CHART

A4.1. (Added-ACC) Fighter Index of Thermal Stress in °F (Clear Sky to Light Overcast):

Table 4.1. Fits Table

Normal Zone (≤ 90 F)		Caution Zone1 (91 - 100 F)		Danger Zone2 (101 - 115 F)		≥116 F								
DEW POINT TEMP														
30	35	40	45	50	55	60	65	70	75	80	85	90	95	100
74	75	77	79	81	82	84	86	88						
78	80	81	83	85	87	88	90	92	94					
82	84	85	87	89	91	92	94	96	98	99				
85		86	88	90	91	93	95	97	98	100	102	104	105	
90	92	94	96	97	99	101	103	104	106	108	110	111		
94	96	98	100	101	103	105	107	108	110	112	114	115	117	
99	100	102	104	106	107	109	111	113	114	116	118	120	121	123
103	104	106	108	110	111	113	115	117	118	120	122	124	125	127
107	109	110	112	114	116	117	119	121	123	124	126	128	130	132
111	113	115	116	118	120	122	123	125	127	129	130	132	134	136
115	117	119	120	122	124	126	127	129	131	133	134	136	138	140

A4.1.1. (Added-ACC) **General.** Use the FITS chart as a guide only. The chart must not be the sole determining factor in flying or canceling sorties. Reference the additional guidance in AFPAM 48-151, Thermal Injury. The decision remains with the commander based on the advice of the flight surgeon.

A4.1.2. (Added-ACC) **Instructions.** Enter with local dry bulb temperature and dew point temperature; at intersection read FITS value and zone. The X denotes combinations above saturation temperature. This table is not to be used when full chemical defense, immersion or arctic flight equipment is worn.

A4.1.3. (Added-ACC) Zone Explanation and Comments:

A4.1.3.1.1. (Added-ACC) Limit ground period (preflight and ground standby) to 90 min. or less.

A4.1.3.1.2. **(Added-ACC)** Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

A4.1.3.2. **(Added-ACC) 2Danger Zone:**

A4.1.3.2.1. **(Added-ACC)** Cancel low-level flights (below 3,000 ft AGL) if air conditioning is inadequate.

A4.1.3.2.2. **(Added-ACC)** Limit Ground period to a maximum of 45 min.

A4.1.3.2.3. **(Added-ACC)** Minimum of 30 consecutive minutes of inactivity in an air-conditioned environment between flights.

A4.1.3.3. **(Added-ACC) 3Cancellation Zone:**

A4.1.3.3.1. **(Added-ACC)** When value is greater than 115, cancel all nonessential flights.

A4.1.3.3.2. **(Added-ACC)** Cancel all Chemical Defense (CD) training flights.

A4.1.3.4. **(Added-ACC) NOTES:**

A4.1.3.4.1. **(Added-ACC)** "Ground period" time starts when pilots leave the air-conditioned facility and ends with canopy down and environmental systems functioning correctly. In the aircraft with the environmental system functioning correctly is considered an air-conditioned facility.

A4.1.3.4.2. **(Added-ACC)** Ground period time, under caution zone and danger zone, for all blocks of A-10/F-15/F-16/F-22/F-35 does not include time spent on the ground with canopy down and environmental systems functioning correctly. If environmental system is functioning correctly, restrictions to low level flights and recovery time between flights does not apply to A-10/F-15/F-16/F-22/F-35 aircrews.

A4.1.4. **(Added-ACC) Comments:**

A4.1.4.1. **(Added-ACC)** This chart applies only to lightweight flight clothing to include COMBAT EDGE equipment and Chemical Defense (CD) training gear. CD training in the caution and danger zones should be limited to wearing of flight helmet, CD mask, filter pack/blower and Nomex flight gloves. Every effort should be taken to limit direct exposure to high temperatures by keeping the aircraft sheltered for as long as possible and cooling the cockpit as much and soon as possible. Observe the following general hot-weather precautions:

A4.1.4.1.1. **(Added-ACC)** Allow time for acclimatization to hot weather; avoid extreme efforts on the first several days of exposure.