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SECRETARY OF THE AIR FORCE

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Flying Operations

RC-26B OPERATIONS PROCEDURES



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This volume implements AFD 11-2, *Aircraft Rules and Procedures*; and AFI 11-202, Volume 3, *General Flight Rules*. It establishes policy for the operation of USAF RC-26B aircraft. Units will supplement this instruction according to AFD 11-2 to address unique mission requirements. In no case will the supplement be less restrictive than the basic document. 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 or Air National Guard. This AFI applies to the Air National Guard.

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This document incorporates and/or supersedes previous flight crew information files (FCIFs) and Flight Crew Bulletins (FCBs). Any FCIF or FCB pertaining to operational restrictions and procedures dated prior to the date of this publication is hereby rescinded. This is a new Air Force Instruction and must be reviewed in its entirety.

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Chapter 1

GENERAL INFORMATION

1.1. General. This instruction applies to all Air Force units operating RC-26B aircraft. It supplements, and should not repeat, information already published in the parent AFI. It provides guidelines for RC-26B operations and applies to RC-26B aircrews and all management levels concerned with operation of the RC-26B. Any changes to referenced Air Force instructions supersede this instruction. Copies of this publication will be current and available to planning staffs from headquarters to aircrew level.

1.2. Applicability. This AFI applies to all aircrew operating USAF RC-26B aircraft. The Air National Guard (ANG) is considered a MAJCOM for the purpose of this AFI.

1.3. Aircrew Responsibility. This volume, in conjunction with other governing directives, prescribes operating procedures for the RC-26B under most circumstances. It is not to be used as a substitute for sound judgment or common sense. Operations or procedures not specifically addressed may be accomplished if they safely enhance mission accomplishment.

1.4. Key Words Explained.

1.4.1. "Will" and "shall" indicate a mandatory requirement.

1.4.2. "Should" is used to indicate a preferred, but not mandatory, method of accomplishment.

1.4.3. "May" indicates an acceptable or suggested means of accomplishment.

1.4.4. "Note" indicates operating procedures, techniques, etc., that are considered essential to emphasize.

1.5. Deviations. Deviations from the procedures outlined in this AFI require specific approval of the ANG/A3 unless an urgent requirement or an aircraft emergency dictates otherwise. In such cases, the Aircraft Commander will take the appropriate action necessary to safely recover the aircraft and crew. Report all deviations through the chain of command to the ANG office of primary responsibility (OPR).

1.6. Waivers. Waiver requests shall be forwarded through the appropriate channels to the ANG/A3 for approval. The OPR is responsible for maintaining copies of approved waivers. A list of current waivers is in [Attachment 2](#) of this publication.

1.7. Supplement Procedures. This document is a basic directive. Units shall publish local procedures as [Chapter 10](#) of this AFI. Local procedures will not duplicate, alter, amend, or be less restrictive than the provisions of this AFI. All units will forward a copy to MAJCOM (ANG/A3O) for validation.

1.8. Improvement Recommendations. Send comments and suggested improvements to this instruction on AF Form 847, *Recommendation for Change of Publication*, to the OPR, according to AFI 11-215, *USAF Flight Manuals Program*.

Chapter 2

COMMAND AND CONTROL

2.1. Wing Commander. The Wing Commander is the primary command authority for the administrative, operational, and logistical control of the assigned aircraft and aircrew. The Wing Commander is responsible for aircrew training, standardization, evaluation, safety, and security.

2.2. Aircraft Commander. An Aircraft Commander (AC) shall be designated for all flights on the flight authorizations according to AFI 11-401, *Aviation Management*. The AC is the Pilot in Command (PIC) and may be either an instrument qualified pilot (FP) or mission qualified pilot (MP) depending on the type of mission being flown. The aircraft commander is:

- 2.2.1. In command of all persons aboard the aircraft.
- 2.2.2. Responsible for the welfare of the crew and the safe accomplishment of the mission.
- 2.2.3. Responsible for the safe operation and security of the aircraft.
- 2.2.4. The final decision authority for issues affecting the crew, the aircraft, or the mission.
- 2.2.5. Responsible for command and control (C2) status reporting (when a deployed mission commander is not available).

2.3. Mission Commander. A Mission Commander (MC) will be designated by the Aircraft Commander. The MC will be a member of the crew that is current, qualified and highly experienced in the mission. Although not required, the MC may also be the designated Aircraft Commander. The duties for the MC are as follows:

- 2.3.1. Overall responsibility for mission planning and execution. Will review mission package and ensure coordination with involved agencies.
- 2.3.2. Should delegate duties to mission aircrew, but is the final authority responsible for ensuring aircrews have properly coordinated all mission details.

2.4. Deployed Mission Commander. When two or more aircraft are operating together to accomplish a specific mission, a Deployed Mission Commander (DMC) will be designated through the appropriate chain of command. The DMC is responsible for overall mission coordination, mission execution, status reporting, and personnel supervision.

2.5. Mission Clearance Decision. The AC is ultimately responsible for the safe conduct of the mission. If the AC determines it is not safe to commence or continue a mission:

- 2.5.1. The mission will not depart or continue until conditions have been corrected or improved so that the mission can operate safely.
- 2.5.2. Another AC and aircrew will not be tasked to take the same mission under the same conditions.

2.6. Operational Command and Control (C2) Reporting. All units will establish C2 reporting procedures and requirements in local [Chapter 10](#).

2.7. Command and Control (C2) Agency Telephone Numbers. Units should publish a listing of telephone numbers to assist crews in coordinating mission requirements through appropriate C2 agencies. This information should be made readily available to aircrews.

Chapter 3

CREW MANAGEMENT

3.1. Aircrew Qualification. Primary crew members, or those occupying a primary position during flight, must be qualified or in training for qualification for that crew position. If non-current, or in training for a particular event, the crew member must be under the direct supervision of a current and qualified instructor for that crew position while accomplishing that event.

3.1.1. Transportation Missions. For transportation missions, or missions not involving sensor employment, the crew shall consist of at least one FP and one instrument qualified copilot (FC).

3.1.2. Sensor Missions. For missions involving sensor employment, the crew shall consist of at least one MP, one mission qualified copilot (MC), and one mission qualified navigator who performs duties as a mission systems operator (MSO).

3.1.3. During straight and level flight, one pilot may leave the duty station for brief periods to meet physiological needs and to perform normal crew duties.

3.2. Crew Complement. The crew complement of the RC-26B consists of two qualified pilots and one qualified MSO as prescribed in the Airplane Flight Manual. The crewmembers required will depend on the type of mission being flown. A mission crew shall consist of the following:

3.2.1. Transportation Missions. For transportation missions, or missions not involving sensor employment, the crew shall consist of at least one FP and one FC or one instructor pilot (IP) and an upgrading pilot (UP).

3.2.2. Sensor Missions. For missions involving sensor employment, the crew shall consist of at least one mission qualified pilot (MP), one mission qualified copilot (MC), and one qualified MSO. An upgrading pilot, or MSO in mission qualification training (MQT), may be substituted when directly supervised by an instructor.

3.3. Augmented Crews. Augmented crews are not authorized.

3.4. Alert Procedures. Aircrews shall not remain on alert for more than 72 consecutive hours. If alerted, standard flight duty periods and post-mission crew rest limitations apply. Crewmembers shall be released from alert for a minimum of 24 hours before resuming alert status. Units shall publish local alerting procedures in [Chapter 10](#).

3.5. Flight Duty Period (FDP). The maximum FDP is 16 hours. However, the maximum FDP shall be limited to 12 hours for the following:

3.5.1. Both autopilots are inoperative.

3.5.2. Functional check flights (FCFs).

3.5.3. Flight evaluations.

3.5.4. Emergency procedures training.

3.5.5. Touch-and-go training.

3.5.6. Initial/Upgrade Training

3.6. Fatigue Management. The maximum FDP listed above sets broad guidelines and is meant to give commanders and aircrew maximum flexibility for mission accomplishment. It does not mandate mission durations, nor does it infer recommended scheduling procedures. When scheduling mission durations, an operational risk management (ORM) assessment shall be conducted in accordance with AFI 90-901, *Operational Risk Management*. Several factors should be considered. These include, but are not limited to: mission requirements, long-term aircrew welfare, aircrew experience level, weather, threats, time of day, and fatigue. Continuous operations in excess of 14 hours increase the risk of cumulative fatigue. To combat cumulative fatigue, the following procedures shall apply:

3.6.1. Aircrews are allowed controlled cockpit rest as specified in AFI 11-202, Volume 3.

3.6.2. It is the AC's responsibility to terminate a mission if safety may be compromised by fatigue factors, regardless of authorized FDP.

3.6.3. Aircrews should receive additional crew rest for deployments spanning several time zones (e.g., OCONUS deployments).

3.7. Flight Duty Period (FDP) Extension. To compensate for unplanned mission delays, the AC may extend the maximum FDP up to 2 hours provided the mission requirements justify the risk and the AC is unable to contact the waiver authority. This does not apply to CONUS counterdrug missions.

3.8. Crew Rest. MAJCOM/DO, in this case ANG/A3, may waive all or any part of a crew rest period in accordance with AFI 11-202V3. Crew members will enter crew rest a minimum of 12 hours before report time.

3.8.1. Minimum crew rest period is 12 hours. This period provides the crew a minimum of 8 hours of uninterrupted rest plus time for transportation, free time and meals. The crew will not be disturbed during this period, except during emergencies. Should the 12 hour crew rest period be infringed upon by official duties, the crew will enter crew rest for an additional 12 hours on completion of the official duties.

3.8.2. Crew members will not be considered in crew rest during civilian employment.

3.8.3. Post Mission Crew Rest (PMCR). Crewmembers returning to their home base will be given sufficient time to recover from the cumulative effects of their deployed mission and tend to personal needs. PMCR begins immediately upon mission termination.

3.8.3.1. Provide one hour of PMCR time (up to a maximum of 96 hours) for each 3 hours TDY when the duty exceeds 16 hours away from home station. PMCR is not applicable to continuing missions.

3.8.3.2. The Operations Group Commander (OG/CC) or acting representative is designated PMCR waiver authority and will not delegate this authority. Limit PMCR waivers to extraordinary circumstances only and must not be used for day-to-day operations.

3.9. Interfly. Interfly is the exchange of aircrew members between units. The OG/CC, or his designated representative, is the approval authority. The Program Manager (PM) is responsible for ensuring all persons are current and qualified for the type of mission being flown.

3.10. Orientation and Incentive Flights.

- 3.10.1. For non-CD orientation or incentive flights comply with AFI 11-401, *Aviation Management*.
- 3.10.2. Incentive flights involving law enforcement agents (LEAs) require the state's Counterdrug Coordinator (CDC) approval, or his representative, in addition to paragraph **3.10.1**. This authority may be delegated in writing to the PM.

Chapter 4

AIRCRAFT OPERATING RESTRICTIONS

4.1. Objective. The ultimate objective of the aircraft maintenance team is to provide an aircraft for launch with all equipment fully mission capable (FMC). Manpower limitations, skills, and spare part availability can have a negative and direct impact on accomplishment. However, some redundant systems allow safe operation with less than all equipment operational for certain missions under specific circumstances. The aircraft commander, using the following procedures, determines an aircraft's overall status.

4.1.1. Mission Essential (ME). An item, system, or subsystem component failure or degradation essential for safe aircraft operation or mission completion will be designated ME by the aircraft commander on AFTO Form 781A, **Maintenance Discrepancy and Work Document**. Include a brief explanation of the reason for ME status in the AFTO Form 781A discrepancy block. An aircraft commander accepting an aircraft (one mission or mission segment) without an item or system does not commit that aircraft commander (or a different aircraft commander) to subsequent operations with the same item or system inoperative.

4.1.2. Mission Capable (MC). Any discrepancies not currently ME, but may become ME (if circumstances change), are designated as MC in the AFTO Form 781A discrepancy block. Every effort will be made to clear the MC discrepancies at the earliest opportunity to the extent that maintenance skills, ground time, and spare part availability permit. If subsequently, in the AC's judgment, mission safety would be compromised by the lack of any component, he or she may re-designate the component as ME. However, do not delay a mission to correct a MC discrepancy.

4.1.3. Open Item. Discrepancies not expected to adversely impact the current mission or any subsequent missions are not designated MC or ME. These items receive low priority and are normally worked at home station. Do not accept an aircraft from factories, modification centers, or depots unless all instruments are installed and operative.

4.2. Procedural Guidance. See T.O. 1RC-26B-1, *Flight Manual* and this instruction for the equipment and systems considered essential for routine as well as contingency operations.

4.2.1. The aircraft commander is responsible for exercising the necessary judgment to ensure no aircraft is dispatched with multiple items inoperative that may result in an unsafe degradation and or an undue increase in crew workload. The possibility of additional failures during continued operation with inoperative systems or components shall also be considered. This chapter is not intended to allow for continued operation of the aircraft for an indefinite period with inoperative systems or subsystems.

4.3. Minimum Equipment List (MEL). The equipment listed in T.O. 1RC-26B-1, Chapter 5, must be installed and operable for the types of operations indicated. Approval for one-time flights with inoperable equipment may be granted by ANG/A3 after maintenance release. Coordination should be accomplished through the local Quality Assurance (QA) office.

4.4. Minimum Essential Subsystem List (MESL). The MESL is used for contract purposes between the government and civilian contractors for establishing fully mission capable (FMC), partial mission capable (PMC), and not mission capable (NMC) criteria for aircraft systems. The MESL is not intended as a GO-NO-GO list. The AC will not use the MESL to determine their acceptance or rejection of the aircraft for flight.

Chapter 5

OPERATIONAL PROCEDURES AND RESTRICTIONS

5.1. Checklist Procedures. The pilot flying (PF) will call for, and the pilot not flying (PNF) will accomplish, the appropriate checklist. Challenge and response will be used for appropriate checklist items. Momentary hesitations for coordination items, ATC interruptions, and deviations specified in the flight manual, etc., are authorized. Upon completion of all checklist items, the PNF will call checklist complete. Notes amplifying checklist procedures or limitations may be added.

5.2. Duty Station. A qualified pilot will be in control of the aircraft at all times during flight. (*EXCEPTION:* Unqualified pilots undergoing qualification training and senior staff members who have completed the senior staff familiarization course, both under the direct supervision of an IP may be in control of the aircraft.) The aircraft commander and copilot will be at their duty stations during all takeoffs, departures, approaches, and landings. During other phases of flight, crewmembers may leave their duty station for brief periods to meet physiological needs and to perform normal crew duties. Only one pilot may be absent from the duty station at a time.

5.3. Takeoff and Landing. After thoroughly evaluating all conditions (comfort level; weather; type of approach to be flown; and crewmember experience), the aircraft commander will determine who accomplishes the takeoff and landing and will occupy either the left or the right seat during all takeoffs and landings.

5.3.1. A qualified aircraft commander will accomplish all approaches and landings under actual emergency conditions unless specific conditions dictate otherwise.

5.4. Landing Gear and Flap Operation Policy. Under normal and most emergency situations landing gear and flap actuation will be verbally coordinated with the other pilot.

5.5. Seatbelts.

5.5.1. All occupants will have a designated seat with a seatbelt. Use of seatbelts will be as directed by the aircraft commander and the flight manual. (Separate flotation devices and oxygen sources are required.)

5.5.2. Crewmembers occupying pilot and copilot positions will have seatbelts fastened at all times in flight, unless crew duties dictate otherwise.

5.5.3. All crewmembers will be seated with seatbelts and shoulder harnesses fastened during taxi, takeoff, and landing, unless crew duties dictate otherwise. Additionally, anytime the seat belt advisory sign is illuminated, crewmembers will be seated with seat belt and shoulder harness fastened, unless crew duties dictate otherwise. Crewmembers performing duties in the passenger seats are exempt from shoulder harness requirements.

5.6. Distinguished Visitors (DV).

5.6.1. Pilot-rated senior officers (O-6 select and above) who desire to fly on the aircraft, but are not fully mission qualified, must be under the supervision of an instructor pilot and must have a current

instrument refresher course (IRC) and instrument evaluation. Include the senior officer on the flight authorization.

5.6.2. Non-rated senior officers who desire to fly may occupy a pilot seat during non-critical phases of flight when under the direct supervision of an instructor pilot and no passengers onboard.

5.7. Flights with Passengers. For flights with passengers, both pilots must be instrument qualified and current (unless regaining currency under the direct supervision of an IP). This restriction does not apply to additional crewmembers (ACM) or mission essential ground personnel (MEGP). Additional training restrictions are listed in **Chapter 8**.

5.8. Aircraft Lighting. IAW AFI 11-202V3, *General Flight Rules*, the flight manual, applicable T.O.s, and **Attachment 2.2**.

5.9. Smoking Restrictions. Smoking is prohibited on board the aircraft.

5.10. Passenger Information Guides. Printed passenger guides must be available to all passengers. Printed guides are not a substitute for verbal briefings.

5.11. Passenger Manifests. All passengers (including LEAs, LNOs, and contract maintenance personnel) will be manifested prior to flight. This information is confidential and is not to be released without approval of the PM. Units may use locally generated forms. Maintain manifests at the C2 facility responsible for flight following.

5.12. Engine Running Onload/Offload (ERO). Onload/Off load with the left engine operating is prohibited. Ensure the left propeller has stopped completely before the door is opened. A crewmember shall be positioned on the ground to direct passengers away from the danger areas of the aircraft.

5.13. Foreign Object Damage (FOD) Avoidance. The wearing of wigs, hairpieces, and personal jewelry (e.g., barrettes, pins, clips, etc.) are permitted provided the items do not create a FOD hazard. In addition, to minimize the possibility of FOD:

5.13.1. The passengers should be thoroughly briefed about FOD hazards.

5.13.2. During preflight, ensure the area in the immediate vicinity of the aircraft is clear of any potential FOD material.

5.13.3. Exercise caution during engine running on-loads and off-loads (EROs).

5.13.4. Avoid taxiing with the propellers over unprepared or unswept surfaces.

5.13.5. Use the minimum power necessary for all taxi operations.

5.14. Aircraft Refueling. Passengers are not allowed on board the aircraft during refueling operations. All aircraft electrical systems should be turned off.

5.15. Reverse Taxi. Both pilot positions will be occupied by qualified personnel IAW AFI 11-218, *Aircraft Operations and Movement on the Ground*. The pilot will coordinate with the marshaller or ground

personnel prior to reverse taxi for aircraft positioning. Reverse taxi without wing walkers is not authorized.

5.16. Taxi Obstruction Clearance. Reference AFI 11-218, *Aircraft Operations and Movement on the Ground*.

5.17. Runway Requirements. The AC is responsible for ensuring takeoff and landing (TOLD) data is properly computed. In addition to the restrictions listed in the aircraft performance manual, comply with the following:

5.17.1. Minimum runway width is 60 feet.

5.17.2. Minimum runway length for takeoff is 5000 feet.

5.17.3. Do not land at an airfield from which a takeoff cannot be safely executed (this does not apply to emergency situations).

5.18. Runway Condition Reading (RCR). Runway condition is usually reported using either RCR (at military fields), or Braking Action (at civilian fields). Since the RC-26B performance charts use RCR, a reported braking action must be converted to an RCR value. The conversion values can be found in T.O. 1RC-26B-1-1, page 4A-1. Comply with the following restrictions:

5.18.1. If neither RCR nor Braking Action values are reported, use RCR 12 for wet runways and RCR 6 for icy runways.

5.18.2. Jeppesen's Aircraft Data Chart provides maximum takeoff gross weights for different RCR values (23,18,12, and 4). This chart should be used to determine maximum gross weights for different runway conditions.

5.19. Wind Restrictions. Airfields will be considered below minimums for takeoff and landing when winds (including gusts) exceed one of the following:

5.19.1. Maximum operating wind - 50 knots.

5.19.2. Maximum crosswind component - 25 knots.

5.19.3. Maximum tailwind component - 10 knots.

5.20. Takeoff and Landing Policy.

5.20.1. The AC may occupy either the left or right seat and shall accomplish all approaches and landings under actual emergency conditions (unless circumstances dictate otherwise).

5.20.2. The co-pilot will occupy the right seat unless enrolled in a formal AC upgrade training program. During such training, the co-pilot may occupy the left seat when under direct supervision of an IP.

5.21. Minimum VFR Altitude. The minimum altitude during VFR operations is 1000 feet AGL. This does not apply to operations in the terminal area or tactical arrivals.

5.22. Minimum Airspeed.

5.22.1. Approach Airspeeds.

5.22.1.1. Approach Speed. Target approach airspeed is V_{ref} plus 10 knots.

5.22.1.2. Threshold Speed. In calm winds, as the aircraft approaches the runway, slow the aircraft to cross the runway threshold at V_{ref} (in accordance with the *Performance Manual*). V_{ref} is 1.3 V_s .

5.22.1.3. Touchdown Speed. Touchdown below V_{ref} (in accordance with the *Performance Manual*). Recommend touchdown at V_{ref} minus 8 knots, which is approximately 1.2 V_s .

5.22.1.4. Gust Factor. In gusty winds, add the full gust factor (up to 20 knots) to approach, threshold, and touchdown speeds. Consider effect on landing distance.

5.22.2. Mission Airspeeds. The RC-26B is routinely employed at low to medium altitudes and mission effectiveness will often require sustained aircraft operations at or near final approach airspeeds for a given flap setting.

5.22.2.1. During low speed mission profiles the pilot not flying is the primary monitor of aircraft airspeed and altitude and will advise the pilot flying of any airspeed or altitude deviations.

5.22.2.2. Approach airspeed for a given flap setting should be used initially to determine target airspeed.

5.22.2.3. The target airspeed will be cross-checked against the angle of attack and refined. At no time shall an aircraft continuously maintain airspeed below V_s 1.3.

5.23. Formation Flights. Formation flights and flights in close proximity to other aircraft are prohibited, with the following exceptions:

5.23.1. Operational test and evaluation (OT&E) flights.

5.23.2. Developmental test and evaluation (DT&E) flights.

5.23.3. Special flights authorized by the ANG/A3.

5.24. Night Approaches. An instrument approach procedure, if available, should be flown while operating in night VMC.

5.25. IFR VFR on Top. Aircrews are authorized to fly VFR on top if mission requirements dictate.

5.26. Prohibited Maneuvers. The following maneuvers are prohibited:

5.26.1. Practice aborted takeoffs.

5.26.2. Intentional stalls/spins.

5.26.3. Unusual attitudes.

5.26.4. Runaway pitch trim or excessive yaw demonstrations.

5.26.5. Maneuvering in excess of 60 degrees of bank.

5.26.6. Actual engine shutdowns. This does not apply to FCF or formal upgrade training flights.

5.27. Aircrew Communications. The Air Force does not give a promise of confidentiality to aircrews regarding their recorded aircraft crew communications. Crewmembers are expected to maintain a high degree of professionalism and crew coordination at all times. Good communication is essential to successful mission accomplishment. Therefore, comply with the following procedures:

5.27.1. Limit conversation to that essential for crew coordination and mission accomplishment during taxi, takeoff, approach, landing, and any flight below 10,000 feet MSL (except cruise).

5.27.2. While at their primary duty station, crewmembers will monitor cockpit at all times.

5.27.3. Crewmembers will inform the aircraft commander when checking on or off interphone.

5.27.4. Crew Resource Management (CRM) Assertive Statement “Time Out”.

5.27.4.1. “Time out” is the common assertive statement for use by all crewmembers. The use of “time out” will:

5.27.4.1.1. Provide a clear warning sign of a deviation or loss of situational awareness.

5.27.4.1.2. Provide an opportunity to break the error chain before a mishap occurs.

5.27.4.1.3. Notify all crewmembers that someone sees the aircraft or crew departing from established guidelines or the briefed scenario, or that someone is simply uncomfortable with the developing conditions.

5.27.4.2. As soon as possible after a “time out” has been called, the aircrew will take the following actions:

5.27.4.2.1. Stabilize the aircraft.

5.27.4.2.2. The initiating crewmember will voice his or her concerns to the crew.

5.27.4.2.3. The aircraft commander will provide all other crewmembers with the opportunity to voice inputs relative to the stated concerns.

5.27.4.2.4. After considering all inputs, the aircraft commander will direct the aircrew to continue the current course of action or direct a new course of action. **NOTE:** The aircraft commander is the final decision authority.

5.28. Advisory Calls. Advisory calls are used to help the pilots maintain situational awareness. This is especially important during critical phases of flight. Any crewmember noting a condition, which may affect the safety of the flight, will immediately notify the pilot flying the aircraft. In addition, the following advisory calls are mandatory:

5.28.1. Pilot Flying (PF):

5.28.1.1. Acknowledge all advisory calls.

5.28.1.2. Confirm all new altitude assignments and altimeter settings with the PNF.

5.28.1.3. At decision height for a precision approach, or no later than the MAP for a non-precision approach the pilot flying will announce “landing” if intention is to land the aircraft, or “going around” if intention to is to go missed approach.

5.28.2. Pilot-Not-Flying (PNF):

5.28.2.1. Takeoff.

5.28.2.1.1. “80 knots” for airspeed indicator verification during the takeoff roll.

5.28.2.1.2. “V1-Rotate” at V_1/V_R .

NOTE: If a safety of flight malfunction is noted prior to V_1 any crewmember shall state, “ABORT,” along with a brief description of the malfunction (e.g., “ABORT, left engine failure”).

5.28.2.2. Altitude Calls.

5.28.2.2.1. One thousand feet above initial approach fix altitude (IAF) or holding altitude.

5.28.2.2.2. Transition altitude/level.

5.28.2.2.3. One thousand feet above/below assigned altitude.

5.28.2.2.4. One hundred feet above/below assigned altitude.

5.28.2.3. Approaches:

5.28.2.3.1. One hundred feet above procedure turn, final approach fix (FAF), MDA, or DH altitude.

5.28.2.3.2. Non-precision Approaches.

5.28.2.3.2.1. “Minimums” at MDA.

5.28.2.3.2.2. “Runway in sight” when the runway environment is in sight.

5.28.2.3.2.3. “Go Around” at missed approach point (MAP) if the runway environment is not in sight or if the aircraft is not in a position for a safe landing. The PF will advise the crew of his intentions.

5.28.2.3.3. Precision Approaches.

5.28.2.3.3.1. “Land” at DH if the runway environment is in sight and in a position for a safe landing. The PF will advise the crew of his intentions.

5.28.2.3.3.2. “Go-around.” Call at DH if the runway environment is not in sight or if the aircraft is not in a position for a safe landing.

5.28.2.4. Landing Rollout.

5.28.2.4.1. 90 knots or applicable maximum reverse power airspeed.

5.28.2.4.2. Two betas when both beta lights illuminate.

5.28.3. Deviations:

5.28.3.1. The PNF will advise the PF when heading or airspeed deviations are observed or altitude is more than 100 feet from desired and no attempt is being made to correct the deviation.

5.28.3.2. Any crewmember observing a variation of 200 feet of altitude, a deviation of 10 knots below target airspeed, or a potential terrain/obstruction conflict will immediately notify the PF.

5.28.3.3. Any deviations from prescribed procedures for the approach being flown will be announced.

5.29. Bird Aircraft Strike Hazard (BASH) Programs. The potential for bird strikes will vary depending on geographic location and time of year. Therefore, each unit must be familiar with local bird activity

and migration patterns. Units shall use the standard Bird Watch Condition Codes listed in AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard Management Techniques, Attachment 1*. In addition, comply with the following restrictions:

- 5.29.1. Bird Watch Condition LOW: No operating restrictions.
- 5.29.2. Bird Watch Condition MODERATE: Initial takeoffs and final landings allowed only when departure and arrival routes will avoid bird activity. Training in the local traffic pattern is prohibited.
- 5.29.3. Bird Watch Condition SEVERE: All takeoffs and landings are prohibited. Waiver authority is the OG/CC or equivalent.

5.30. Functional Check Flights. A functional check flight (FCF) is used to determine aircraft airworthiness. Maintenance actions requiring FCFs can be found in T.O. 1RC-26B-6CF-1. Comply with the following:

- 5.30.1. FCFs will be accomplished by highly qualified instructor or Stan/Eval pilots; they will be designated FCF qualified by the OG/CC in a letter.
- 5.30.2. FCF flights will be conducted under day VMC. However, the OG/CC may authorize a flight under a combination of VFR, IFR, and “VFR on Top” conditions. The flight will begin in VFR conditions; if the aircraft and all systems are operating properly, it may proceed IFR to penetrate cloud cover to VFR on top to continue the altitude phase of the flight.
- 5.30.3. **Minimum** altitude for engine shutdown is 5000 feet AGL or 5000 feet above any cloud deck when operating VFR on top.

5.31. Participation in Aerial Events. RC-26B aircraft may not participate in aerial events or public static displays without prior approval from the OG/CC and the state’s CDC (or equivalent). If approved, follow guidance in AFI 11-209 and ANGSUP 1, *Air Force Aerial Events*.

Chapter 6

AIRCREW PROCEDURES

Section 6A—Pre-Mission

NOTE: Consider and factor in foreseeable safety risks and risk mitigation factors in accordance with ORM for the entire mission.

6.1. Aircrew Uniform. Flightsuits will be worn on all CONUS normal operational and training missions. For OCONUS operations aircrew members are authorized to wear appropriate civilian attire if mission requirements (i.e. *Foreign Clearance Guide* compliance) or COCOM special instructions (SPINS) dictate. The deployed mission commander will determine clothing and equipment to be worn or carried (commensurate with mission, climate, and terrain) under these circumstances.

6.2. Anti-Exposure Suits. Anti-exposure suits shall be available anytime the aircraft is beyond gliding distance from land and the water temperature is below 50 degrees Fahrenheit. Anti-exposure suits are not required when only the departure or approach is flown over water.

Section 6B—Pre-Departure

6.3. Personal Requirements.

6.3.1. Passport. Carry a valid passport on all missions outside the 48 contiguous states.

6.3.2. Corrective Lenses. Wear prescribed corrective glasses or contact lenses when performing duties requiring corrected vision.

6.3.3. Driver's License. A valid state driver's license is required on each TDY where use of US government general purpose vehicle may be required.

6.3.4. Hearing Protection. Hearing protection, specifically ear plugs, should be worn at all times when personnel are working around hazardous noise-producing sources.

6.4. Pre-deployment Actions.

6.4.1. Accomplish Theater Indoctrination Training prior to OCONUS deployments.

6.4.1.1. Contents of the theater indoctrination folders should contain as a minimum:

6.4.1.1.1. Mission/Deployment Checklist. A locally developed checklist that includes mobility, training, and personnel requirements that should be accomplished prior to departure, and personal/professional items the aircrew must take with them.

6.4.1.1.2. Airspace/Airfield Review. Flip, fir/uir/adiz/ procedures.

6.4.1.1.3. Airspace classifications, ASRR, and airport qualification videos (if available)

6.4.1.1.4. Theater Instrument Procedures. Required instruments and/or procedures for Non-DoD Approaches, course reversal approaches, circling, holding, NDB approaches, Host Nation/Jeppesen Approaches, and Altimeter setting procedures.

- 6.4.1.1.5. Communication and Emergency Procedures. Command and Control, over-water position reporting, lost communication procedures, emergency procedures, and weather information sources.
- 6.4.1.1.6. Border Clearance. FCG, customs, immigration, agriculture, insect and pest control, and diplomatic clearances.
- 6.4.1.1.7. Flight planning. Use DD Form 175, *Military Flight Plan*, DD Form 1801, *DoD International Flight Plan*, FSS, computer flight plan, approach plates and charts, theater weather conditions, fuel reserves and alternate requirements, equal time points/critical wind factors, and international NOTAMs.
- 6.4.1.1.8. Other Regulatory Requirements. General navigation procedures, life support equipment, hazardous cargo, crew rest/crew duty time, aircraft records/781 procedures, and mission essential personnel.
- 6.4.2. Review applicable OPORD and FLIP.
- 6.4.3. Review the FCG for areas of operation (to include classified portion) and obtain necessary diplomatic clearances where required.
- 6.4.4. Obtain required customs forms.
- 6.4.5. Coordinate for worldwide FLIPs and sufficient communications security (COMSEC) materials for the duration of the mission if required.
- 6.4.6. Ensure physiological training, annual physical, immunizations, and flight evaluations will remain current throughout the TDY period.
- 6.4.7. Ensure visas have been received, if required.
- 6.4.8. Obtain terrain charts for all destinations.
- 6.4.9. Compile sufficient spare forms, flight orders, etc. to cover the TDY period.
- 6.4.10. Area Navigation (RNAV) Routings. The RC-26B equipment is approved for area navigation within the 48 contiguous states. It is the responsibility of the aircrew to ensure the aircraft will meet the required navigation performance (RNP) for routes outside of this airspace. Comply with FLIP General Planning (GP) when filing for an RNAV route.

6.5. Publications. [Table 6.1](#) lists the publications that must be available on the aircraft:

Table 6.1. Publication Requirements.

ITEM	Publications	Pilot	MSO
1	T.O. 1RC-26B-1, <i>Flight Manual</i>	X	
2	T.O. 1RC-26B-1-1, <i>Flight Manual Performance Data</i>	X	
3	T.O. 1RC-26B-1-2, <i>Mission Crew Procedures</i>		X
4	T.O. 1RC-26B-1CL-1, <i>Pilots' Flight Checklist</i>	X	
5	T.O. 1RC-26B-1-2CL-1, <i>MSO's Flight Checklist</i>		X
6	AFI 11-202, Volume 3, <i>General Flight Rules</i>	X	
7	AFI 11-2RC-26, Volume 3, <i>RC-26 Operations Procedures</i>	X	
8	Weight and Balance Handbook	X	

Section 6C—Pre-departure

6.6. Flight Crew Information File (FCIF).

6.6.1. Review FCIF, volume 1, (index and safety-of-flight files, as a minimum) before all missions or ground aircrew duties. Update the FCIF currency record with the latest FCIF item number, date, and crew member's initials or as specified.

6.6.2. Crewmembers delinquent in FCIF review or joining a mission enroute will receive an FCIF update from a primary aircrew member counterpart on the mission.

6.6.3. Crewmembers not assigned or attached to the unit operating a mission will certify FCIF review by entering the last FCIF number and their initials behind their name on the file copy of the flight authorization or file copy of their crew orders (or as specified in MAJCOM supplement to this AFI).

6.7. Airfields.

6.7.1. Authorized Airfields. The RC-26B is authorized to takeoff and land at military or civilian airfields. Additionally, when conducting training missions, the airfield must meet the Crash, Fire, and Rescue (CFR) criteria listed in [Chapter 8](#).

6.7.2. Airfield Security. When departing on missions destined outside the CONUS, ACs should review applicable MAJCOM security publications.

6.7.3. Airfield Suitability and Restrictions Report (ASRR). Air Mobility Command provides the ASRR for various tanker and airlift aircraft. While it does not contain RC-26B specific aircraft information, it does contain information that may be helpful to RC-26B aircrews. This includes general airfield information, information regarding operations in specific areas of responsibility (AORs), and important phone numbers. Aircrews should refer to the ASRR for all operations at airfields outside the contiguous US and unfamiliar CONUS airfields. The website address is:
<https://www.afd.scott.af.mil/>.

6.8. Briefing Requirements.

6.8.1. AC's Crew Briefing. Cover all applicable items to include MAJCOM, NAF, and unit special interest items (SIIs), when applicable.

6.8.2. Mission Briefings. Prior to all missions the AC will conduct a mission briefing. Items covered will vary depending upon the mission type and location; each unit will develop a Mission Briefing Guide tailored to their operations. At minimum the following topics will be briefed:

- 6.8.2.1. Temporary Flight Restrictions (TFRs), if operating under VFR.
- 6.8.2.2. Security/Threat Assessment.
- 6.8.2.3. Risk Assessment.
- 6.8.2.4. Emergency Procedures.
- 6.8.2.5. Hazards associated with human factors, ORM risks, and mitigating factors.
- 6.8.2.6. Items directed in **Chapter 10**.

6.8.3. Weather Briefings. Verbal weather briefings are authorized for local flights. Obtain a briefing on current weather, trends, and forecast for the proposed route, destination, and alternates. The AC will ensure a weather briefing is obtained for all flights and all aircrew are briefed accordingly prior to departure. If the flight will transit non-Air Force bases, crews must make arrangements to ensure adequate weather support facilities and services are available. If adequate services are not available, crews will obtain weather support through any means available to ensure required weather data is in their possession prior to mission accomplishment. When face-to-face briefings are not possible, obtain a telephone weather briefing.

- 6.8.3.1. Obtain weather information from US Military weather services, any FAA-approved weather source, or any host nation civil or military weather source.

NOTE: Not all Internet weather providers (including those maintained by the federal government) are FAA certified. To qualify, agencies must be certified under the FAA's Quality Internet Communication Provider (QICP) program (reference FAA Advisory Circular 00-62).

6.9. Call Signs.

- 6.9.1. Training/Counterdrug Missions. Aircraft will use the unit static call sign prefix followed by a 2-digit suffix assigned by the parent unit. Law enforcement call signs may also be used when operating with the corresponding agency (i.e. DEA, FBI, aircraft call signs).
- 6.9.2. Operational Missions. Aircraft will use call signs assigned by OPORD, FRAG, or diplomatic clearance. If no call sign has been assigned to the mission, use unit static call sign.

6.10. Flight Logs. The following types of flight logs are approved for use by RC-26B aircrews:

- 6.10.1. Computer-based.
- 6.10.2. Manually computed.
- 6.10.3. Flight plans stored in the Flight Management System (FMS).
- 6.10.4. Local flight plan forms are authorized provided they contain the minimum information required by the controlling agency.

6.11. Instrument Flight Rules. Conduct flight operations under IFR to the maximum extent possible without unacceptable mission degradation. This does not preclude VFR to maintain proficiency or to accomplish mission essential VFR operations.

6.12. Departure Planning. Use AFI 11-202V3, AFMAN 11-217 *Instrument Flight Procedures*, this chapter and appropriate MAJCOM supplement.

6.12.1. Gross Weight (GW). Ensure that the aircraft does not exceed the maximum GW, zero fuel weight, or center of gravity limitations specified in the aircraft flight manual. GW may be further restricted by operating conditions such as, icing, temperature, runway length and slope, departure maneuvering, required climb gradients, and obstacles.

6.12.2. It is the AC's responsibility to ensure the aircraft can meet or exceed all published climb gradients.

6.12.3. IFR. For IFR operations, comply with AFI 11-202V3 paragraph 8.7. guidance and the following:

6.12.3.1. Determine the two-engine climb gradient. The RC-26B *Performance Manual* does not contain a Two-Engine Climb Gradient Chart; therefore, convert the vertical velocity (VVI) in the respective Two-Engine Best Rate of Climb Chart to a climb gradient. To fly a constant climb gradient, pilots must fly a groundspeed. To convert a VVI to a climb gradient, use the following formula: $(VVI \times 60) / (\text{groundspeed} \times 100)$. Note: The RC-26B is military version of a Metro 23 certified under FAR Part 23. When operating the RC-26B in accordance with TO 1C-26B-1-1 *Performance Manual*, FAR 23.65 guarantees a minimum climb gradient of 4.0% (240 ft/nm) with two-engines operating.

6.12.3.2. Determine the single engine climb gradient. Jeppesen Takeoff Charts and Special Engine Out Procedures are the primary Special Departure Procedures (SDP) for the RC-26B and will be used as the primary method for One Engine Inoperative (OEI) departure planning. If Jeppesen data is not available, use the *Performance Manual* to determine if the single engine climb gradient meets or exceeds the required IFR climb gradient. Local RC-26B Standardization and Evaluation will ensure that all pilots are qualified in the use of Jeppesen data and procedures. Do not exceed the maximum gross weight listed in the Jeppesen Takeoff Charts.

6.12.4. VFR. For VFR operations, comply with the following:

6.12.4.1. If obstacles are present, do not exceed the maximum gross weight listed in the Jeppesen Takeoff Charts. If an engine failure occurs during the takeoff, aircrews should follow the Jeppesen Special Engine Out Procedure.

6.12.4.2. If obstacles are present and Jeppesen Data is not available, the aircraft must be able to fly the published IFR departure procedure or maintain obstacle clearance VMC with one engine inoperative.

6.12.5. Weather Minimums for Takeoff.

Table 6.2. Weather Minimums.

Mission	Visibility	Remarks
Training	Landing minimums	Published Approach Minimums for the landing runway
Operational	RVR 1200, ¼ SM, or 370 m	For runways with more than one operating RVR readout, RVR must read a minimum of 1200 RVR on all transmissometers. RVR is prevailing over visibility. For RVR less than 1600, centerline lighting must be on and operational and the crew must be fully qualified.

NOTE: When weather is below approach minimums (ceiling or visibility) a takeoff alternate is required.

6.12.6. Departure Alternates. A departure alternate is required if ceiling or visibility is below landing minimums for an available approach (at departure aerodrome). When a departure alternate is required, the aircraft must be capable of maintaining the MEA or minimum obstacle clearance altitude (MOCA), whichever is higher, to the alternate using one engine out performance criteria. To qualify as a departure alternate, the airfield must meet one of the following conditions:

6.12.6.1. Existing weather at an alternate within 30 minutes flying time must be equal to or better than the published approach minimums and forecast to remain so until 1 hour after takeoff, but in no case forecast to be lower than 200-1/2 (RVR 2400), or;

6.12.6.2. The existing weather at an alternate within 1 hour flying time must be at least 500-1 above the lowest compatible published approach minimums, but in no case lower than 600-2 for a precision approach or 800-2 for a non-precision approach, and forecast to remain so for 1 hour after estimated time of arrival (ETA) at the alternate.

6.12.7. Fuel Planning. **Table 6.3.** is for planning purposes only. It is to be used as a planning tool for aircrews and mission planners. The numbers are derived from T.O. 1RC-26B-1-1, *Figure 2I-14* (16,000 pounds, ISA, 97% RPM). Actual fuel requirements may differ (due to changes in gross weight, temperature, true airspeed, winds, etc.). Consult the performance manual for exact numbers.

Table 6.3. Fuel Planning Chart

Phase of Flight	Fuel Requirement
¹ Start / Taxi / Takeoff	100 lbs
² Max Range Cruise (at 5,000 feet MSL)	30 nm / 100 lbs
² Max Range Cruise (at 10,000 feet MSL)	35 nm / 100 lbs
² Max Range Cruise (at 15,000 feet MSL)	40 nm / 100 lbs
² Max Range Cruise (at 20,000 feet MSL)	45 nm / 100 lbs
³ Holding (at 10,000 feet MSL)	600 lbs / hour
⁴ Instrument Approach Procedure	150 lbs
⁴ Missed Approach	100 lbs

NOTES:

1. Based on 20 minutes of ground operations. The fuel burned is rounded to the next 100 lbs.
2. Based on long-range cruise airspeed.
The specific range is rounded to the nearest 5 nm per 100 lbs of fuel.
3. Based on a holding airspeed of 200 KTAS.
The fuel flow is rounded to the nearest 100 lbs.
4. Based on 180 KTAS at 5,000 feet MSL. (15 minutes for the instrument approach procedure, and 10 minutes for the missed approach procedure.)

Section 6D—Enroute

6.13. Equal Time Points (ETPs). During extended over water operations, the AC shall compute:

- 6.13.1. Two engine ETP (at cruising altitude and groundspeed).
- 6.13.2. Single engine ETP using max range single engine groundspeed at 10,000 feet MSL or single engine service ceiling (whichever is lower). This is a conservative calculation that takes into account both a possible depressurization and a single engine condition.

NOTE: [Attachment 3](#) shows how to calculate ETPs.

6.14. Adverse Weather Avoidance.

- 6.14.1. Plan and fly all missions to avoid areas of known or forecast severe weather including severe icing or severe turbulence, which may exceed aircraft limitations.
- 6.14.2. During flight, use any means available to avoid thunderstorms by at least:
 - 6.14.2.1. At or above FL230 - 20 NM.
 - 6.14.2.2. Below FL230 – 10 NM.

NOTE: Takeoffs and landings may be accomplished when thunderstorms are within 10 NM, but no closer than 5 NM, as long as the pilot maintains VMC and the thunderstorm is not observed to be moving in the aircraft's direction of flight.

6.14.3. Flight into areas of forecast or reported severe icing or severe turbulence is prohibited.

6.14.4. Lightning Avoidance. The following conditions are most favorable for lightning strikes and prolonged flight in them should be avoided when feasible:

6.14.4.1. Within 5,000 feet of the freezing level.

6.14.4.2. In clouds or in any intensity of precipitation or turbulence associated with thunderstorm activity.

6.15. In-flight Emergency Procedures. Report deviations from directives that may occur as a result of an emergency IAW AFI 11-202V3.

6.15.1. Single Engine Considerations. The AC will ensure there is enough fuel available to continue to a suitable airfield, should an engine failure occur. Compute fuel burn at 10,000 feet MSL or single engine service ceiling (whichever is lower).

6.15.2. Single Engine Drift Down. Some operations over mountainous regions require minimum enroute altitudes that are higher than the airplane's single engine service ceiling. In those cases, an adequate margin of safety may be obtained by cruising at an altitude higher than the minimum IFR altitude so as to allow drift down to the single engine service ceiling in the event of an engine failure. Drift down cruise during single engine operation would result in reaching the end of the route segment at an altitude equal to or greater than the minimum IFR altitude. The AC will ensure the aircraft can maintain the minimum IFR altitude for the entire route of flight with one engine inoperative (reference T.O. 1RC-26B-1-1, p. 3A-1).

Section 6E—Arrival

6.16. Descent. Prior to descent into unfamiliar areas, appropriate terrain charts (Operational Navigation Chart (ONC), Sectional Aeronautical Chart, Tactical Pilotage Chart (TPC), or Joint Operations Graphic (JOG)) should be reviewed to increase aircrew situational awareness of obstructions.

6.16.1. Night and Marginal Weather Operations. Fly a precision approach, if available, at night or during marginal weather unless on an instrument training flight or check ride in which case fly approaches necessary to complete training or evaluation requirements. If a precision approach is not available, fly any available approved instrument approach. During night VFR conditions, if an approved instrument approach is not available, a visual approach may be flown. The mission sensor operator and pilot not flying the approach will monitor any approach when practical to enhance safety.

6.17. Instrument Approach Procedures.

6.17.1. The RC-26B is a Category "B" aircraft. If it is necessary to maneuver (e.g. circling or sidestep maneuvers) at speeds in excess of 120 KIAS, fly the minimums for the appropriate airspeed category in accordance with AFMAN 11-217, Volume 1 *Instrument Flight Procedures*, paragraph 8.5.1.1.

6.17.2. Before starting an instrument approach, or beginning an en route descent, pilots will confirm that existing weather is reported to be at or above required minimums for the lowest compatible

approach. Pilots shall increase the published visibility minimums of an instrument approach by ½ statute miles (SM) or as noted in NOTAMs, on ATIS, or on the approach plate, when the runway approach lighting system (ALS) is inoperative.

NOTE: This applies only to the ALS itself, not to vertical approach slope indicators (VASI), precision approach path indicators (PAPI), and other lights that are not components of the ALS.

6.17.3. For a precision approach, the DH will provide a height above touchdown of 200 feet or higher. For precision approach radar (PAR) approaches, visibility will be no lower than RVR 2,400 (730 meters) or 1/2 mile visibility (800 meters) with no RVR readout available.

6.17.4. When circling minimums are published, but not by category, circling approach minimums are a ceiling of 600 feet and 2 miles prevailing visibility, or published minimums, whichever is higher.

6.17.5. If established on a segment of the approach or being radar vectored to final approach and the weather is reported or observed to be below approach minimums, the aircraft commander has the option of continuing the approach to the missed approach point MAP/DH. If deciding to abandon the approach, level off (or descend if a lower altitude is required for the missed approach procedure). Comply with the last assigned clearance until a new or amended clearance is received.

6.17.5.1. Do not continue the approach below minimums unless the aircraft is in a position to make a safe landing and the runway environment is in sight.

6.17.5.2. If the approach is continued, the aircraft commander must plan to have sufficient fuel available to complete the approach and missed approach and proceed to a suitable alternate with normal fuel reserve.

6.17.5.3. The aircraft commander has final responsibility for determining when the destination is below designated minimums and for initiating a proper clearance request.

6.17.6. Aircrews performing approaches and landings at locations where temperatures are 0 degrees C or below will refer to the Flight Information Handbook, [Section 6D](#), Temperature Correction Chart, to correct MDA, DH, and other altitudes inside the final approach fix (FAF) if required.

6.18. Alternate.

6.18.1. In addition to the requirements in AFI 11-202V3, the following conditions require an alternate:

6.18.2. When forecast surface winds are out of limits.

6.18.3. When the departure or destination aerodrome is outside the 48 contiguous states (regardless of forecast weather).

6.19. Holding in Lieu of Alternate for Remote or Island Destination. When filing to a remote or island destination, aircrews may use 1+15 hours of holding fuel (not including fuel reserves) in lieu of an alternate. A remote or island destination shall be defined as an isolated location, whether due to distance or geographical barriers (e.g., mountain ranges), that is more than one hour flying time (at single engine altitudes and airspeeds) from a suitable alternate. Comply with the following restrictions:

6.19.1. Compute holding fuel at 10,000 feet MSL or single engine service ceiling (whichever is lower).

6.19.2. Forecast winds must be within limits at ETA plus 2 hours.

6.19.3. Forecast weather must be equal to or greater than the published non-precision approach minimums at ETA plus 2 hours.

6.20. Fuel Reserve. Minimum Fuel is 400 pounds and Emergency Fuel is 300 pounds. Aircrews shall plan accordingly.

6.21. Precision Runway Monitor (PRM) Approach. PRM approaches are used at certain airports to increase arrival efficiency. It allows for simultaneous ILS approaches on parallel runways that are separated by less than 4300 feet. It requires special equipment and training. RC-26B aircrews are authorized to fly PRM approaches provided the following conditions are met:

6.21.1. Pilots must view the FAA video *ILS PRM Approach: Information for Pilots*.

6.21.2. Pilots must be familiar with the appropriate PRM information contained in the Aeronautical Information Manual (AIM).

6.21.3. Training must be documented in the pilot's training folder.

6.21.4. Required aircraft equipment must be installed and operable.

Section 6F—Miscellaneous

6.22. Life Support Equipment.

6.22.1. Life preserver units (LPUs) are required for all over water flights beyond gliding distance of land.

6.22.2. Life rafts are required for all extended over water operations. Extended over water operations shall be defined as operations beyond gliding distance of land (not including instrument approach procedures or traffic pattern operations).

6.22.3. Aircrew occupying a crew station will have an oxygen mask connected and readily available for use from before engine start until engine shutdown.

6.23. Arresting Cables. The aircraft may be taxied over arresting cables, however, use caution since the cables may damage the propellers or surveillance pod. Takeoff or landing over raised arresting cables is prohibited.

6.24. Landing with Hot Armament. Units with aircraft that have been modified with defensive systems shall publish hot armament procedures in local [Chapter 10](#).

6.25. Flight Management System (FMS).

6.26. Area Navigation (RNAV). The KNS-660 FMS is RNP-5 certified and is approved for enroute RNAV for CONUS airspace only.

6.26.1. It is not certified or approved for navigation when the GPS is the only sensor providing inputs to the FMS.

6.26.2. It is not certified as a single long range navigation system.

6.26.3. Terminal RNAV operations are prohibited.

6.27. Vertical Navigation (VNAV). The KNS-660 FMS is not certified for VNAV.

6.28. Dropped Object. If an externally dropped object is discovered, the flight crew will notify the controlling agency as soon as practical. (Include routing, altitude, weather, etc).

6.28.1. Perform maintenance at the first station transited.

6.29. Cockpit Voice Recorder (CVR). If involved in a mishap or incident, after landing and terminating the emergency, pull the CVR power circuit breaker (if the airplane is equipped).

6.30. Impoundment of Aircraft. If an aircraft is involved in a serious in-flight incident, the aircraft commander should impound the aircraft immediately after landing and contact the controlling agency for further instructions.

Chapter 7

AIRCRAFT SECURITY

7.1. General. This chapter provides guidance on aircraft security and preventing and resisting aircraft piracy (hijacking) of RC-26B aircraft. AFI 13-207, AFI 31-101, volume 1, *The Air Force Installation Security Program*, and specific MAJCOM security publications contain additional guidance. Aircrews will not release information concerning hijacking attempts or identify armed aircrew members or missions to the public.

7.2. Security. The aircraft commander (AC) will ensure that adequate security of the aircraft is provided at all times. This includes determining that aircraft is properly chocked and responsible personnel on both military and civilian airfields are advised as to the length of stay and where the crew may be contacted.

7.3. Security Procedures.

7.3.1. Briefings. When required, ACs will receive a threat assessment and security capability evaluation briefing at home station and receive updates at en route C2 facilities.

7.3.2. Unauthorized Entry. The AC will have the aircraft locked with a security system employed during all remain over nights (RON) and at other times when a crewmember is not at the aircraft.

7.3.2.1. If forced entry is apparent, notify the local authorities and nearest command and control. Inspect the aircraft thoroughly.

7.3.2.2. Coordinate with the local base operations or transient alert representatives on procedures for servicing the aircraft while the crew is away.

7.4. Detecting Unauthorized Entry.

7.4.1. When parking on a secure ramp, the aircraft will normally be left unlocked and unsealed to allow ground personnel immediate access. If, in the AC's judgment, the aircraft needs to be locked and sealed in order to detect unauthorized entry, then:

7.4.1.1. Use available aircraft ground security locking devices.

7.4.1.2. Secure the doors in a manner that will indicate unauthorized entry (for example, tape the inside of doors to the airframe so that the entry pulls the tape loose).

7.4.1.3. Close and lock the door.

7.4.1.4. Wipe the immediate area around lock and latches clean to aid in investigation of a forced entry.

7.4.1.5. Report any unauthorized entry or tampering to the Air Force Office of Special Investigations (AFOSI), security forces or local authorities, and the controlling agency. Have aircraft thoroughly inspected prior to flight.

7.4.2. Security awareness is crucial to effective mission accomplishment. Aircrews must always remain vigilant to their surroundings, especially at high threat, low security locations. During preflight activities, aircrews will inspect accessible areas, to include aircraft wheel wells, and tail cone com-

partment for unfamiliar devices. Report any suspicious items to host security forces. Aircrews will maintain a heightened security posture throughout all pre-takeoff activities.

7.5. Preventing and Resisting Hijacking. The Air Transportation Act of 1974 and the Federal Aviation Act of 1958, as amended, vest the FAA administrator with exclusive responsibility for the direction of law enforcement activity in aircraft hijacking situations involving all aircraft (civil and military) in flight in the United States.

7.5.1. A concerted effort must be made to prevent the hijacking of military or military contract aircraft by detecting potential hijackers before they board the aircraft. Should preventive efforts fail, any actual attempt to hijack a military aircraft must be resisted in a manner appropriate to the situation.

7.5.2. In taking action during an aircraft hijacking situation, military forces will act under military command within the scope of their duties.

7.5.3. In the event an aircraft involved in an aircraft hijacking situation is carrying documents, equipment, or material that DoD has determined to be highly sensitive, or weapons of mass destruction, DoD will provide FAA, and where appropriate, the FBI, with all pertinent information. Where possible, the FAA will consult and cooperate with DoD prior to directing any law enforcement activity.

7.5.4. An aircraft is most vulnerable to hijacking when the aircrew is aboard and the aircraft is operationally ready for flight.

7.5.5. Air piracy may be committed by political terrorists or by individuals to whom the threat of death is not a deterrent but a stimulus; therefore, ordinary law enforcement procedures may be ineffective. Thus, successful conclusion of a hijacking situation and apprehension of the hijackers may require use of specialized law enforcement techniques and procedures.

7.5.6. Delaying actions have been most successful in overcoming hijackings without loss of life or property.

7.5.7. In the case of an aircraft carrying passengers, the primary concern is the safety of the passengers.

7.5.8. Assistance to hijacked civil or military contract aircraft will be rendered as requested by the pilot in command of the aircraft and the authority exercising operational control of the anti-hijacking effort.

7.6. Preventive Measures. Commanders at all levels must ensure preventive measures are taken to minimize access to the aircraft by potential hijackers. When a RC-26B is operating away from the home station, the AC will ensure provisions of this chapter and AFI 13-207, as supplemented, are complied with.

7.6.1. The host station passenger processing or manifesting facility should conduct anti-hijacking inspections. Do not board passengers until the aircraft commander is fully satisfied with inspection results. In the absence of qualified passenger service representatives, the AC will ensure the anti-hijacking inspection of passengers and baggage is accomplished.

7.6.2. Medical facility commanders are responsible for anti-hijacking inspection of patients. When patients are delivered to the aircraft by civilian sources, the aircrew will perform required inspections prior to loading.

7.6.3. During exercises or contingencies in support of combat operations involving the movement of large groups of personnel, the unit being supported should manifest passengers and perform anti-hijacking inspections.

7.6.4. Passengers will not carry weapons or ammunition on their person or in hand-carried baggage aboard an aircraft except special agents, guards of the Secret Service or State Department, and other individuals specifically authorized to carry weapons. **Note:** During operations in support of law enforcement agencies, law enforcement agents (LEAs) are normally on board the aircraft. Most often these agents are armed. It is the AC's responsibility to ensure verification of the LEA's identification and proper licensing prior to allowing the LEA to board the aircraft.

7.6.5. If weapons must be cleared, ask the individual to:

7.6.5.1. Move to a safe, clear area at least 50 feet from any aircraft, equipment, or personnel before un-holstering or un-slipping his or her weapons.

7.6.5.2. Clear weapons in accordance with standard safety procedures.

7.7. Initial Response. When an act of air piracy involves an Air Force installation or aircraft within the United States, response will be according to the following guidelines until FAA assumes active direction of anti-hijacking efforts. Resist all attempts to hijack a military aircraft. Resistance may vary from simple discussion through deception and subterfuge to direct physical confrontation, including the prudent use of weapons. Use the following guidelines to counter a hijacking, actual or threatened, while the aircraft is on the ground:

7.7.1. Delay movement of the aircraft to provide time for ground personnel and the aircrew to establish communication and execute coordinated resistance actions.

7.7.2. The authority for determining when ground resistance will be discontinued is vested in the highest available level of command. When adequate communication cannot be established, or when time does not permit, this authority is delegated in the following order:

7.7.2.1. MAJCOM commander exercising operational control of the aircraft.

7.7.2.2. MAJCOM commander in whose area of responsibility (AOR) the airfield lies.

7.7.2.3. Senior operational commander on scene.

7.7.2.4. Aircraft commander in compliance with MAJCOM directives.

7.8. In-Flight Resistance. After airborne, success in thwarting a hijacking depends on the resourcefulness of the aircrew. Many variables of a hijacking preclude using any specific counter-hijacking procedure. Some key factors should be evaluated before deciding a course of action to be taken, including the nature of the threat, danger to life, or crippling damage to the aircraft in flight, destination indicated by the hijacker, and the presence of sensitive material on board. Some counter-hijacking actions the aircrew may consider are:

7.8.1. Engage the hijacker in conversation to calm him or her and evaluate what course of action might be effective.

7.8.2. Dissuade the hijacker.

7.8.3. Use facts or subterfuge to convince the hijacker that intermediate stops are necessary.

7.8.4. Propose more favorable alternatives, such as landing in a neutral, rather than a hostile, country.

7.8.5. Exploit any reasonable opportunity to incapacitate or overcome the hijacker physically, including the prudent use of firearms.

7.9. Communications between Aircrew and Ground Agencies. Crews facing a hijacking threat will notify ground agencies by any means available as soon as practical and follow up with situation reports as circumstances permit.

7.9.1. If possible, transmit an in-the-clear notification of hijacking to ATC. Controllers will assign IFF code 7500 (does not preclude subsequent selection of code 7700).

7.9.2. If in-the-clear transmissions are not possible, report “am being hijacked” by setting transponder to code 7500. If unable to change transponder code, or when not under radar control, transmit a radio message to include the phrase “(call sign) transponder seven five zero zero.”

7.9.3. Controllers will acknowledge receipt and understanding of transponder code 7500 by transmitting “(call sign) (facility name) verify squawking 7500.” An affirmative reply or lack of reply from the pilot indicates confirmation and proper authorities are notified.

7.9.4. To report “situation appears desperate; want armed intervention” after code 7500 is used, change to code 7700. If unable to change transponder code to 7700, or when not under radar control, transmit “(aircraft call sign) transponder seven seven zero zero.”

7.9.4.1. When changing from code 7500 to code 7700, remain on 7500 for at least 3 minutes or until a confirmation of code 7500 is received from ATC, whichever is sooner, before changing to code 7700. ATC acknowledges code 7700 by transmitting “(call sign) (facility name) now reading you on transponder seven seven zero zero.”

7.9.4.2. Aircraft squawking 7700 after squawking 7500 that are not in radio contact with ATC are considered by ATC to have an in-flight emergency (in addition to hijacking). Appropriate emergency procedures are then followed. Notification of authorities in this case includes information that the aircraft displayed the hijack code as well as the emergency code.

7.9.5. To report “situation still desperate, want armed intervention and aircraft immobilized,” leave flaps full down after landing or select flaps full down while on the ground. To facilitate message distribution, transmit “(aircraft call sign) flaps are full down.”

7.9.6. To report “leave alone, do not intervene,” retract the flaps after landing. Pilots who retract flaps after squawking 7700 should return to code 7500 and remain on code 7500 for the next leg of the hijacked flight unless the situation changes. Transmit “(call sign) back on seven five zero zero” to emphasize that intervention is no longer desired.

7.10. Forced Penetration of Unfriendly Airspace. The following procedures are designed to deter possible hostile action against the hijacked aircraft that has been forced to penetrate airspace of a nation unfriendly to the United States:

7.10.1. If instructions from the unfriendly nation are received either by radio contact or by air intercept before boundary crossing, comply with instructions received.

7.10.2. If no contact with the unfriendly nation is made before approaching a boundary:

7.10.2.1. Maintain true airspeed (TAS) not more than 400 knots.

7.10.2.2. Maintain an altitude between 10,000 feet and 25,000 feet if possible.

7.10.2.3. If no course is specified, fly a direct course toward destination announced by the hijacker.

7.10.2.4. Transmit the international distress signal, MAYDAY, on any of the international distress frequencies (121.5 MHz, 243.0 MHz, or 2182 KHz) in an effort to establish communications.

7.10.2.5. Set mode 3 code 7700 on transponder.

7.10.2.6. If radio contact cannot be established, follow procedures set forth in the FLIP.

7.10.3. Consider the presence of classified documents and equipment aboard the aircraft. When a landing in an unfriendly nation is imminent, attempt to dispose of or destroy the equipment or material.

7.11. Arming of Crewmembers. When crewmembers are directed to carry weapons, one pilot will normally be armed.

7.11.1. Before departing home station, obtain weapon and ammunition from the weapons storage area. Present a current AF Form 523, **USAF Authorization to Bear Firearms**, for weapon issue. The same weapon will be reissued until the mission terminates at home station. If an armed crewmember must leave the crew en route, transfer the weapon to another authorized crewmember using AF Form 1297, **Temporary Issue Receipt**.

7.11.2. Load and unload weapons at approved clearing barrels. To transfer loaded weapons to another crewmember, place the weapon on a flat surface. Do not use hand-to-hand transfer.

7.11.3. Wear weapons in a concealed holster at all times to prevent identifying armed crewmembers. Do not wear weapons off the flight line except to and from the armory and other facilities associated with aircrew activities, such as, base operations, fleet service, cargo or passenger terminal, flight line cafeteria or snack bar, etc.

7.11.4. Crewmembers will be armed prior to preflight duties and until completion of all offload duties.

7.11.5. During crew rest, store weapons in the most secure facility available, normally a base armory. If a weapons storage facility is not available, secure firearms and ammunition in the aircraft. If aircraft is not equipped with a gun box, leave weapons in the most secure and least visible location on the aircraft. Lock aircraft during all RONS.

7.11.6. Follow the guidance set forth in AFI 31-207, *Arming and Use of Force by Air Force Personnel*, and NGB 500-2/ANGI 10-801, *National Guard Counterdrug Support*. **Note:** During operations in support of law enforcement agencies, law enforcement agents (LEAs) are normally on board the aircraft. Most often these agents are armed. It is the AC's responsibility to ensure verification of the LEA's identification and proper licensing prior to allowing the LEA to board the aircraft.

Chapter 8

TRAINING

8.1. Qualification Training.

8.1.1. Initial Qualification Training (IQT).

8.1.1.1. All IQT, pilot and mission sensor operator, will be accomplished on dedicated training sorties.

8.1.1.2. Passengers are prohibited on board aircraft during pilot IQT sorties.

8.1.2. Mission Qualification Training (MQT).

8.1.2.1. Pilot MQT will be accomplished on dedicated training sorties if the trainee is attaining qualification for the first time in the RC-26 aircraft.

8.1.2.2. All pilot upgrade training may be accomplished in conjunction with actual missions if the upgrading pilot has a current and valid Form 8.

8.1.2.3. All MSO MQT may be accomplished in conjunction with actual missions at the discretion of the instructor.

8.1.3. Re-qualification Training (RQT).

8.1.3.1. RQT will be performed as directed in AFI 11-2RC-26B, Volume 1.

8.1.3.2. RQT will be accomplished on dedicated training sorties until the trainee has completed and passed a flight evaluation.

8.1.4. Touch-and-go landings with passengers on board are prohibited.

8.1.5. Mission-essential ground personnel (MEGP) and civilian employees under direct contract to the DoD are considered mission essential and may be on board when touch-and-go landings are performed.

8.2. Touch-and-Go Landings.

8.2.1. Touch-and-go landings will only be accomplished under the direct supervision of a current and qualified IP or during evaluations if an EP is in the other seat.

8.2.2. Touch and go landing restrictions.

8.2.2.1. Flight manual restrictions and procedures apply.

8.2.2.2. Minimum runway length is 6000 feet. The aircraft must be able to stop in the remaining runway, in the event of an abort.

8.2.2.3. Reported ceiling and visibility will be at or above 300-3/4 (RVR 40) minimum.

8.2.2.4. Touch and go landings or multiple approaches with passengers on board is prohibited. This restriction does not apply to ACM or MEGP.

8.2.2.5. Wet runway or RCR must be a measured 12 or higher.

8.2.2.6. Do not accomplish touch-and-go landings on slush-covered runways.

8.2.2.7. All touch and go and approach training will be accomplished during the first 12 hours of the flight duty period (FDP) only.

8.2.2.8. If departure obstacles are present, ensure the aircraft becomes airborne before the Jeppesen single engine to 35-foot distance.

8.2.3. Touch and go Briefing items.

8.2.4. The following items shall be briefed prior to accomplishing touch and go landings:

8.2.4.1. Touchdown no-later-than point.

8.2.4.2. Crew duties, to include engine failure, recognition, and corrective action, and the proper use of flaps, trim, and rudder.

8.2.4.3. Abort plan.

8.3. Simulated Emergency Flight Procedures.

8.3.1. Practice emergencies that require simulating an engine shutdown, placing switches in other than their normal position, or an abnormal configuration, only during training, evaluation, or currency flights when an instructor or flight examiner pilot is in one of the pilot seats. Preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises. Copilots designated as AC candidates may perform any maneuver authorized for an AC (when in the left seat) under the direct supervision of an IP.

8.3.2. Use realistic approach, do not compound emergencies, and use radar flight following to the maximum extent possible, consistent with training objectives.

8.3.3. Simulated Single Engine.

8.3.3.1. Direct IP supervision required.

8.3.3.2. Weather. Simulated engine failure is authorized in day IMC if the weather is at or above circling minimums for the approach to be flown and at night with weather at or above 1,000-foot ceiling and 2SM visibility or circling minimums for the approach to be flown, whichever is higher.

8.3.3.3. Restrictions.

8.3.3.3.1. Actual engine shutdowns must be conducted above 5,000 feet AGL. Actual engine shutdowns may only be performed during FCFs or formal upgrade training flights.

8.3.3.3.2. Simulated engine failure on takeoff must be initiated above V_2 and no lower than 300 feet AGL.

8.3.3.3.3. Simulated single engine go-arounds must be initiated no lower than 300 feet AGL.

8.4. Operating Limitations.

8.4.1. Unless specifically authorized in this instruction, do not practice emergency procedures that degrade aircraft performance or flight control capabilities in flight.

8.4.2. In an actual emergency, terminate all training and flight maneuvers practice.

8.4.3. Low/Missed Approaches. Initiate a planned missed approach no lower than:

8.4.3.1. Precision approach - DH (or 200-foot HAT, whichever is higher).

8.4.3.2. Non-precision approach - Minimum altitude depicted on approach plate.

8.4.3.3. Visual Approach - 300-foot AGL for simulated emergencies (no minimum for non-emergency).

8.4.4. Simulated emergency procedures will be kept to a minimum when IMC or at night.

8.5. Prohibited In-Flight Maneuvers. Maneuvers required for FCFs or FCF training are authorized in flight. Practice the following maneuvers in the simulator only, unless specified in the qualification or IP upgrade syllabus:

8.5.1. Simulated engine-out takeoffs.

8.5.2. Full stalls.

8.5.3. Approach to stalls, slow flight, and flight on the backside of the power curve.

8.5.4. Dutch rolls.

8.5.5. Jammed stabilizer approaches and landings.

8.5.6. Aborted takeoffs.

8.5.7. Unusual attitudes.

8.5.8. Emergency descents.

8.5.9. Runaway pitch or roll trims and yaw demonstrations.

8.5.10. Simulated dual-engine failures.

8.5.11. Actual engine shutdowns

8.6. Training/Evaluation Briefing. Before all training and evaluation missions, instructors, and flight examiners will brief their crews on the following additional items:

8.6.1. Training and evaluation requirements. Instructors and evaluators will outline requirements and objectives for each student or examinee.

8.6.2. Planned training area and seat changes.

8.7. Debriefing. Review and evaluate the overall training performed. Each student or aircrew member should understand thoroughly what training has been accomplished. Ensure all training is documented.

8.8. Simulated Instrument Flight. Artificial vision-restricting devices are not authorized for any phase of flight. Simulated instrument flight may be flown and logged without the use of a vision-restricting device.

8.9. Maneuvers Requiring an Instructor Pilot (IP). The following maneuvers must be conducted under the direct supervision of an instructor pilot:

8.9.1. Simulated emergency procedures.

8.9.2. Touch and go landings.

8.9.3. No flap landings.

8.9.4. Approach to stalls (note: this maneuver must be performed above 5,000 feet AGL).

8.10. Practice Instrument Approaches Under VFR. Aircrews are authorized to fly practice instrument approach procedures under VFR. Comply with the restrictions in AFI 11-202V3.

8.11. Tactical Arrival Training. Tactical arrivals are non-standard methods of arrival used to get the aircraft on the ground quickly with minimal exposure to ground-based threats. Altitudes, airspeeds and sink rates are non-standard and must be thoroughly briefed. The high sink rates will cause the GPWS to activate. The GPWS warning may be detrimental to aircrew communication; therefore, the GPWS should be disabled during this maneuver. In addition, comply with the following restrictions:

8.11.1. Tactical arrival training with passengers on board are prohibited.

8.11.2. Tactical arrival training must be conducted in day VMC.

8.11.3. Limit maneuvering to 60 degrees of bank (without flaps). If flaps are extended, limit bank angle to 45 degrees.

8.11.4. The aircraft must be stabilized on final by 200 feet AGL and NM. Stabilized is defined as: wings level, 140 KIAS (maximum), and 1000 VVI (maximum). If any of these parameters are exceeded, execute a go-around.

8.11.5. Brief the touchdown no-later-than point.

8.11.6. All landings without an IP must be to a full stop.

Chapter 9

MISSION EMPLOYMENT

9.1. Sensor Pod. Do not apply power to the sensor pod if the sensor pod fire extinguisher is inoperative.

9.2. Lowering the Turret. The MSO must receive confirmation from the AC before lowering the turret.

9.3. Imagery Collection. Prior to obtaining any images, the MSO shall positively identify the target with the LEA. To facilitate interfly between units, aircrews should use standard terminology and the following procedures:

9.3.1. Target Acquisition:

9.3.1.1. For target acquisition crews will coordinate using a combination of target coordinates, Situation Awareness Display System (SADS) steering points, Cockpit Display Unit (CDU) video, azimuth/elevation references, and visual cues. MSOs should enable CDU LOS and target steering to the maximum extent possible.

9.3.1.2. Aircraft should be slowed and configured (recommend flaps) 5 to 10 miles prior and offset approximately .8 miles from the target to establish an orbit.

9.3.1.3. For pilot visual acquisition prior to IR/TV, pilots should use azimuth and elevation references to initially direct MSO control of IR/TV. Once a point is identified in pilot's CDU, pilots should use up/down and left/right directions to identify target to MSO.

9.3.1.4. Once target is acquired, MSO will refine target coordinates.

9.3.2. Aerial Photography

9.3.2.1. MSO's will be directive on desired run-in azimuth, altitude, and airspeed to optimize photo quality and usability.

9.3.2.2. MSO's will ensure proper camera configuration, and verify camera door is open NLT thirty seconds prior to camera-ON point, and will advise crew accordingly.

9.3.2.3. Pilots will confirm that wings are level and airspeed is ≥ 140 KIAS and will advise with a verbal wings set call. Pilots should have aircraft stabilized NLT 1 NM prior to camera ON point.

9.3.2.4. MSOs will advise the crew when camera(s) are switched ON or OFF. Pilots will maintain wings-level while cameras are on, and conversely be cleared to maneuver when cameras are turned off.

9.4. Recording Equipment. The MSO should notify the crew when any VCR or audio equipment is turned on or off. Recording of audio should be determined by the LEA. Crews should be aware of the context of their recorded observations.

9.5. LEA Responsibility/Chain of Custody. The LEA will be solely responsible for compliance with local search and seizure laws. Crewmembers will not assume this responsibility.

9.5.1. Counterdrug (CD) Transportation. For missions involving the transportation of illegal cargo (narcotics or personnel), ensure the LEAs maintains custody of the cargo at all times. Aircrews must not enter the chain of custody.

9.6. VFR Operations. All Surveillance/reconnaissance missions (including training missions) may be conducted under VFR.

9.6.1. Consider notifying the controlling agency via telephone prior to the mission if extended operations within class B or C airspace are anticipated.

9.6.2. When operating near an uncontrolled airfield, aircrews should monitor the appropriate UNICOM or common traffic advisory frequency (CTAF). Make advisory calls, if appropriate.

9.6.3. For operations within 25 NM of the southwest border, contact the Air Marine Operations Center (AMOC) at 1-800-553-9072. Monitor the appropriate radio frequency.

Chapter 10

LOCAL OPERATING PROCEDURES

10.1. General. Units shall define local operating procedures in this chapter.

Chapter 11

OPERATIONAL REPORTS AND FORMS

11.1. General. This chapter contains a description of applicable reports and forms. For assistance in completing safety forms contact the wing, unit, or local flight safety officer.

11.2. AF Form 457, USAF Hazard Report (AFI 91-202). AF hazard reporting system provides a means for Air Force personnel to alert supervisors and commanders to hazardous conditions requiring prompt corrective action. A hazard is any condition, act, or circumstance that jeopardizes or may jeopardize the health and well being of personnel, or which may result in loss, damage, or destruction of any weapons system, equipment, facility, or material resource.

11.3. AF Form 651, Hazardous Air Traffic Report (HATR). See AFI 91-202, Attachment 3, *Hazardous Air Traffic Report (HATR) Program (RSC HAF-SE (AR) 7602)*.

11.3.1. The Air Force HATR program provides a means for personnel to report all near midair collisions (NMAC) and alleged hazardous air traffic conditions. Use information in HATR reports only for mishap prevention. AFI 91-202 list reportable incidents.

11.3.2. Procedures:

11.3.2.1. Make an airborne report of the hazardous condition to the nearest ATC agency (e.g. center, FSS, control tower, or aeronautical radio station), and give the following information as appropriate:

11.3.2.1.1. Identification or call sign

11.3.2.1.2. Time and place (radial/DME of NAVAID, position relative to the airfield, incident, etc.

11.3.2.1.3. Altitude or flight level

11.3.2.1.4. Description of the other aircraft or vehicle

11.3.2.1.5. Include a verbal statement as soon as possible after occurrence that a written HATR report will be filed upon landing

NOTE: ATC agencies (e.g., FAA, etc) must know if an official report is being filed.

11.3.2.2. File the HATR as soon as possible (24 hours) using any available means of communication. Normally, it should be filed at the Air Force base operations office at the landing airport. If this is impractical and if communications permit, notify the safety office of the Air Force base where the condition occurred, the safety office at the home base, or as prescribed by the overseas MAJCOM. In any case, provide the base or wing safety office with all available information needed to prepare AF Form 651. Turn in a completed copy of AF Form 651 to the wing safety office.

11.3.3. Individuals submitting a HATR are granted immunity from disciplinary action provided:

11.3.3.1. Their violation was not deliberate.

11.3.3.2. They committed no criminal offense.

11.3.3.3. No mishap occurred.

11.3.3.4. They properly reported the incident using procedures above.

NOTE: HATR reports are not privileged information and may be released outside the USAF.

11.4. AF Form 711, USAF Aircraft Mishap Report Worksheet.

11.4.1. Responsibilities. Notify the appropriate authorities of any mishap involving aircraft or crew. When notified, units will initiate investigative and reporting actions in accordance with AFI 91-204 *Safety Investigations and Reports* and OPREP-3.

NOTE: Do not attempt to classify a mishap.

11.4.2. Reportable Mishaps:

11.4.2.1. Report damage to the aircraft, or injury to the crew or passengers; also report any damage or injury to another organization's equipment or personnel resulting from the movements or actions of an aircraft or crew.

11.4.2.2. Report the following occurrences:

11.4.2.2.1. A physiological episode is a physiological reaction, near accident, or hazard in-flight due to medical or physiological reasons. This includes:

11.4.2.2.1.1. Proven or suspected cases of hypoxia.

11.4.2.2.1.2. Carbon monoxide poisoning or other toxic exposure.

11.4.2.2.1.3. Decompression sickness due to evolved gas (bends, chokes, neurocirculatory collapse), or severe reaction to trapped gas resulting in incapacitation.

11.4.2.2.1.4. Hyperventilation.

11.4.2.2.1.5. Spatial disorientation or distraction resulting in an unusual attitude.

11.4.2.2.1.6. Loss of consciousness from any cause.

11.4.2.2.1.7. Death by natural causes of any crewmember during flight.

11.4.2.2.1.8. Unintentional loss of pressurization if cabin altitude is above FL180, regardless of effects on personnel.

11.4.2.2.1.9. Alcohol and hangover (crew only).

11.4.2.2.1.10. Illness (both acute and pre-existing), including food poisoning, dehydration, myocardial infarction, seizure, and so forth.

11.4.2.2.1.11. Exposure to toxic, noxious, or irritating materials such as smoke, fumes, or liquids.

NOTE: In the event of a physiological episode, all crewmembers and passengers involved will report to a flight surgeon as soon as practical. The flight surgeon will evaluate all effected individuals and report the incident using either AF Form 711gC, **Life Sciences Report of a Physiological Mishap**, or via input to the Air Force Safety Automated Systems (AFSAS) database.

11.4.2.2.2. In-flight flameout, engine failure, required engine shutdown, suspected engine power loss or loss of thrust sufficient to preclude maintaining level flight above MEA.

NOTE: Intentional shutdowns for training and FCF are excluded; however, report failure to restart, using the criteria above.

11.4.2.2.3. Unselected propeller reversal.

11.4.2.2.4. Flight control malfunction resulting in an unexpected or hazardous change of flight attitude, altitude, or heading.

11.4.2.2.5. Malfunction of landing gear when difficulty is experienced using emergency system or procedures.

11.4.2.2.6. In-flight loss of all pitot-static instrument indications or all gyro-stabilized attitude or directional indications.

11.4.2.2.7. Spillage or leakage of radioactive, toxic, corrosive, or flammable material from aircraft stores or cargo.

11.4.2.2.8. All cases of departure from intended takeoff or landing surface onto adjacent surfaces.

11.4.2.2.9. Any incident which does not meet the established criteria for a reportable mishap but, in the judgment of the AC, needs to be emphasized in the interest of flight safety.

11.5. Reports of Violations/Unusual Events or Circumstances. Violations identified in AFI 11-202V3 and include navigation errors (including over-water position errors exceeding 24NMs, border and ATC violations) will be reported.

11.5.1. Include the following; factual circumstances, investigation and analysis, findings and conclusions, recommendations, and actions taken.

11.5.1.1. Attachments should include; notification of incident, Crew orders, statement of crewmembers (if applicable), and documenting evidence (logs, charts, etc.).

11.5.2. In addition to the information listed, the historical flight plan will be downloaded onto a floppy disk and turned in to the C2 center or owning standardization and evaluation office.

11.5.3. Send the original investigation report within 45 days to the appropriate MAJCOM. ANG/AFRC units receiving alleged violations will send the original investigation through channels to arrive at HQ AFRC/IGI within 35 days. HQ AFRC/IGI will send the investigation report to the MAJCOM within 45 days.

11.5.4. The following OPREP-3 reporting procedures for all aircraft notified of navigational errors exceeding 24 NMs will be reported under AFMAN 10-206, *Operational Reporting*.

11.5.4.1. On notification of a navigational position error, the AC (or agency receiving notification) documents the circumstances surrounding the incident (report content below) and ensures submission of an OPREP-3 report through C2 channels.

11.5.4.2. Include the following;

11.5.4.2.1. Report content include: name and location of unit submitting report, mission identification number, reference to related OPREPs-3, type of event (e.g., state "navigation position error."), date, time (Zulu), and location (e.g., ARTCC area).

11.5.4.2.2. Description of facts and circumstances. Include aircraft type and tail number, unit (wing or squadron assignment of crew), home base, route of flight, point of alleged deviation, and miles off course.

11.5.5. ACs must keep appropriate MAJCOM agencies apprised of any unusual events or circumstances impacting their missions. Examples of reportable events include meaconing, jamming, intrusion, interception, fuel dumping, loss of multiple engines, hostile fire, injury to passengers or crewmembers, etc. This list is not exhaustive. Some events may require the C2 agency to forward OPREP reports to higher headquarters. The old adage, "when in doubt, report it," applies.

11.6. Petroleum, Oil, and Lubricants (POL) - Aviation Fuels Documentation. Several different forms are used to record aviation fuels transactions. The form used to record the transaction depends on who and where the actual refueling takes place. Basically, these transactions can be broken down into two categories: refueling at USAF locations and refueling at other than USAF bases:

11.6.1. Refueling at USAF Locations. AF Form 1994, **Fuels Issue/Defuel Document**, is used to record the Aviation Fuels Transaction (issue or defuel) at USAF locations.

11.6.2. Refueling at locations other than USAF bases:

11.6.2.1. DD Form 1898, **Fuel Sale Slip**. This form is used to record the aviation fuels transaction (issue or defuel) at other DOD locations (USA, USN, and USMC) and at commercial airports where into-plane contracts are in force.

11.6.2.2. AF Form 315, **United States Air Force AVFuels Invoice**. This form is used to purchase aviation fuels and oils at commercial locations where into-plane contracts are not in force. The form is filled-in by the AC or his authorized representative and is described in AFI 23-202, *Buying Petroleum Products and Other Supplies and Services Off-Station*. If the vendor wants to be paid without submitting an invoice, the AC retains the original AF Form 315 to return to home station for accounting and finance processing. Provide two legible copies of the form to the vendor. If the vendor wants to submit an invoice for payment, give the vendor the original AF Form 315 to attach to the invoice.

11.6.2.3. Aviation Into-Plane Reimbursement (AIR) Card. The AIRcard is a commercial credit card, which allows aircrews to purchase aviation fuel, fuel related supplies, and/or ground services at commercial airports where no DoD/Canadian into-plane contracts exist. Accepted at over 4200 locations, it is intended to replace the AF Form 315, United States AVFuels Invoice and AF Form 15, United States Air Force Invoice, at locations that accept the AIRcard. All Air Force aircraft will be issued an AIRcard. Additional information at SF WEB page: (WWW.KELLY.AF.MIL/SFWEB/AIRCARD.HTM).

11.6.2.3.1. When using the AIR Card charges incurred during routine aircraft servicing generate a charge receipt. The aircraft commander is responsible for ensuring the receipt is correct and all appropriate signatures are obtained before departing the fixed base operator (FBO). The aircraft commander then gives all charge receipts to the unit document control officer (DCO) at the completion of the mission.

11.6.2.3.2. Charges incurred for other services, including landing fees, aircraft de-icing, follow-me trucks and other aircraft related services might not generate a receipt that is given to the aircrew. If no receipt for these services is generated and provided to the aircrew the aircraft commander will ensure the location and services performed are noted and relayed to the unit

DCO when the receipts are turned in upon completion of the mission. If a separate receipt is generated, turn it into the unit DCO.

11.7. AF Form 15, United States Air Force Invoice. Used to purchase ground fuels, oils, or services at non-DoD activities, see AFI 23-202. When completed, log and place inside AF Form 664, **Aircraft Fuels Documentation Log**.

11.7.1. Use the AF Form 15 for vendor services/supplies only if contract vendors are not available or the contract vendor will not accept the aircraft identiplate.

11.7.2. If the vendors require a signature on their form and an AF Form 15 has been used, write the statement "AF Form 15 Executed" on the vendor's form.

11.7.3. Return two copies of the AF Form 15 to home station.

11.7.4. Purchases at Canadian into-plane locations will be documented using the local vendor's invoice. AF Form 15 or 315 will not be accomplished. Hand scribe the information from the aircraft identiplate to the vendor's invoice, and complete a separate sheet with the information listed on the Aviation Issues to DoD and Non-DoD, Aircraft Refueling Tender Sheet (See AFI 23-202). Log and place a copy inside the AF Form 664, **Aircraft Fuels Documentation Log**.

11.7.5. Purchases at SITCO Agreement locations require presenting the aircraft identiplate. The invoice must include the date of transaction, grade of the product, quantity issued or defueled, unit of measure, and signature of the Air Force representative. If the vendor also requires completion of an AF Form 15 or 315 in addition to their invoice, annotate on the vendor's invoice "AF FORMS EXECUTED." Log and place the documentation inside the AF Form 664.

11.7.6. Purchases at non-contract commercial airfields are accomplished using the AF Form 15 or 315. See AFI 23-202 for instructions on completing these forms.

11.7.7. Purchases at foreign military airfields, including replacement-in-kind (RIK) locations, the host country forms are used to record the purchase. Information from aircraft identiplate should be hand scribed on the local form. Log and place a copy inside AF Form 664.

11.8. Forms Adopted. AF Form 15, **United States Air Force Invoice**, AF Form 315, **United States Air Force AVFuels Invoice**, AF Form 457, **USAF Hazard Report**, AF Form 523, **USAF Authorization to Bear Firearms**, AF Form 651, **Hazardous Air Traffic Report (HATR)**, AF Form 711, **USAF Aircraft Mishap Report Worksheet**, AF Form 711GC, **Life Sciences Report of a Physiological Mishap**, AF Form 847, **Recommendation for Change of Publication**, AF Form 1297, **Temporary Issue Receipt**, AF Form 1994, **Fuels Issue/De fuel Document**, DD Form 175, **Military Flight Plan**, DD Form 1801, **DoD International Flight**, DD Form 1898, **Fuel Sale Slip**.

CARROL H. CHANDLER, Lt Gen, USAF
DCS, Air, Space & Information Operations, Plans & Requirements

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

AFH 11-203, Volume 1, *Weather for Aircrews*
AFI 11-2RC-26B, Volume 1, *Flying Operations*
AFI 11-202, Volume 3, *General Flight Rules*
AFI 13-207, *Preventing and Resisting Aircraft Piracy (Hijacking)*
AFI 11-209, *Air Force Aerial Events*
AFI 11-215, *USAF Flight Manuals Program (FMP)*
AFI 11-218, *Aircraft Operations and Movement on the Ground*
AFI 11-301, Volume 1, *Aircrew Life Support (ALS) Program*
AFI 11-401, *Aviation Management*
AFI 23-202, *Buying Petroleum Products and Other Supplies and Services Off-Station*
AFI 31-101, Volume 1, *The Air Force Installation Security Program*
AFI 31-207, *Arming and Use of Force by Air Force Personnel*
AFI 31-401, *Managing the Information Security Program*
AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel*
AFI 48-123, *Medical Examination and Standards*
AFI 65-503, *US Air Force Cost and Planning Factors*
AFI 90-901, *Operational Risk Management*
AFI 91-202, *The US Air Force Mishap Prevention Program*
AFI 91-204, *Safety Investigations and Reports*
AFMAN 10-206, *Operational Reporting*
AFMAN 11-217, Volume 1, *Instrument Flight Procedures*
AFMAN 37-123, **(will become AFMAN 33-363)** *Management of Records*
AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques*
AFOSHSTD 91-100, *Aircraft Flight Line Ground Operations and Activities*
AFPD 11-2, *Aircraft Rules and Procedures*
AFPD 32-20, *Fire Emergency Services*
T.O. 1RC-26B-1, *Flight Manual*
T.O. 1RC-26B-1-1, *Flight Manual Performance Data*
T.O. 1C-26(R)B-6CF-1, *Acceptance and Functional Check Flight Manual*

NGB 500-2/ANGI 10-801, *National Guard Counterdrug Support*

FAA Advisory Circular 00-62, Internet Communications of Aviation Weather and NOTAMS

Abbreviations and Acronyms

AC—Aircraft Commander

ACM—Additional Crewmember

ADIZ—Air Defense Identification Zone

AFSAS—Air Force Safety Automated Systems

AGL—Above Ground Level

AIM—Aeronautical Information Manual

AMICC—Air and Marine Interdiction Coordination Center

ANG—Air National Guard

AOR—Area of Responsibility

ASRR—Airfield Suitability and Restrictions Report

BASH—Bird Aircraft Strike Hazard

C2—Command and Control

CC—Commander

CD—Counterdrug

CDC—Counterdrug Coordinator

CFR—Crash, Fire, and Rescue

CONUS—Continental United States

CP—Basic Instrument Copilot

CRM—Crew Resource Management

CTAF—Common Traffic Advisory Frequency

DCO—Document Control Officer

DETCO—Detachment Commander

DH—Decision Height

DUAT—Direct User Access Terminal

DV—Distinguished Visitor

ERO—Engine Running Onload / Offload

ETA—Estimated Time of Arrival

ETP—Equal Time Point

FAA—Federal Aviation Administration

FAF—Final Approach Fix
FBO—Fixed Base Operator
FCB—Flight Crew Bulletin
FCF—Functional Check Flight
FCIF—Flight Crew Information File
FDP—Flight Duty Period
FMC—Fully Mission Capable
FMS—Flight Management System
FOD—Foreign Object Damage
FP—Basic Qualified Pilot
FSS—Flight Service Station
GPS—Global Positioning System
GPWS—Ground Proximity Warning System
IFR—Instrument Flight Rules
ILS—Instrument Landing System
IMC—Instrument Meteorological Conditions
IP—Instructor Pilot
IRC—Instrument Refresher Course
KIAS—Knots Indicated Airspeed
KTAS—Knots True Airspeed
LEA—Law Enforcement Agent
LNO—Liaison Officer
LPU—Life Preserver Unit
MAJCOM—Major Command
MAP—Missed Approach Point
MC—Mission Qualified Copilot
MDA—Minimum Descent Altitude
MDS—Mission Design Series
MEA—Minimum Enroute Altitude
MEGP—Mission Essential Ground Personnel
MEL—Minimum Equipment List
MESL—Minimum Essential Subsystem List

MOCA—Minimum Obstruction Clearance Altitude
MORA—Minimum Off-Route Altitude
MP—Mission Qualified Pilot
MSL—Mean Sea Level
MSO—Mission Systems Operator
NM—Nautical Mile
NMC—Not Mission Capable
NOTAM—Notices to Airmen
OCONUS—Outside the Continental United States
OG—Operations Group
OPR—Office of Primary Responsibility
ORM—Operational Risk Management
OROCA—Off-Route Obstruction Clearance Altitude
ORTCA—Off-Route Terrain Clearance Altitude
PM—Program Manager
PMC—Partial Mission Capable
PRM—Precision Runway Monitor
QICP—Quality Internet Communication Provider
RCR—Runway Condition Reading
RNAV—Area Navigation
RNP—Required Navigation Performance
RVR—Runway Visual Range
SM—Statute Mile
SOF—Supervisor of Flying
TAG—The Adjutant General
TCAS—Traffic Alerting and Collision Avoidance System
TDZE—Touchdown Zone Elevation
TFR—Temporary Flight Restriction
T.O.—Technical Order
TOLD—Takeoff and Landing Data
USAF—United States Air Force
VCR—Video Cassette Recorder

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VNAV—Vertical Navigation

Terms

Additional Crewmember (ACM)—Aircrew members and authorized flight examiners possessing valid aeronautical orders who are authorized by the PM to accompany the normal crew complement required for that mission.

Aerial Surveillance—Observation of a subject using primarily the TV/IR camera for the purpose of monitoring the object. The object may be either stationary or moving.

Bird Watch Condition LOW—Bird activity on and around the airfield representing low potential for strikes

Bird Watch Condition MODERATE—Bird activity near the active runway or other specific location representing increased potential for strikes. Bird watch condition MODERATE requires increased vigilance by all agencies and supervisors, and caution by the aircrews.

Bird Watch Condition SEVERE—Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

Command and Control (C2)—Exercise of direction and authority over assigned forces by a properly designated command echelon in the accomplishment of the mission.

Counterdrug (CD) Mission—A mission tasked by the counterdrug coordinator in support of the counterdrug program.

Critical Phase of Flight—Any time the aircraft is on takeoff, departure, approach, and landing.

Direct Instructor Supervision—Supervision by an instructor of like specialty with immediate access to controls (for pilots, the instructor must occupy either the pilot or copilot seat).

Grid Minimum Off-Route Altitude (Grid MORA)—An altitude derived by Jeppesen or provided by State Authorities. The Grid MORA altitude provides terrain and man-made structure clearance within the section outlined by latitude and longitude lines. MORA does not provide for NAVAID signal coverage or communications coverage.

Law Enforcement Agent (LEA)—A member of a civil law enforcement agency.

Minimum Off-Route Altitude (MORA)—This is an altitude derived by Jeppesen. The MORA provides known obstruction clearance 10 NM either side of the route centerline including a 10 NM radius beyond the radio fix reporting or mileage break defining the route segment. For terrain and man-made structure clearances refer to Grid MORA.

Off-Route Obstruction Clearance Altitude (OROCA)—An off-route altitude which provides clearance with a 1,000 foot buffer in non-mountainous terrain areas and a 2,000 foot 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.

Off-Route Terrain Clearance Altitude (ORTCA)—An off-route altitude, which provides terrain

clearance with a 3,000 foot buffer from terrain. This altitude may not provide signal coverage from ground-based navigational aids, air traffic control radar, or communications coverage.

Time Out—Common assertive statement used to voice crewmember concern when safety may be jeopardized.

Training Mission—Mission executed at the unit level for the sole purpose of aircrew training for upgrade or proficiency. Does not include operational missions as defined in this AFI.

Attachment 2

WAIVERS

A2.1. VFR Flight Plans. Aircrews are exempt from the requirements for filing a VFR flight plan as specified in AFI 11-202, Volume 3 under the following conditions (reference AFFSA ANG Waiver Vol 3/20013):

A2.1.1. Aircrews are conducting CD related operations.

A2.1.2. The unit has established local flight following procedures.

A2.1.3. Overdue aircraft procedures are established prior to flight operations.

A2.1.4. The flight will not penetrate an Air Defense Identification Zone (ADIZ) or airspace under temporary flight restrictions (TFRs).

A2.1.5. A current waiver from AFFSA to AFI 11-202 Volume 3 is on file at the unit.

A2.2. Aircraft Lighting. Aircraft involved in CD operations should operate anti-collision/position lights to the maximum extent possible. However, when conducting CD operations or aircrew flight training in support of CD law enforcement officials, it is permissible to operate the aircraft without anti-collision/position lights provided (reference AFFSA ANG Waiver Vol 3/20012):

A2.2.1. The pilots are responsible for seeing and avoiding other aircraft.

A2.2.2. Mode C transponder must be operational and on the appropriate code.

A2.2.3. The TCAS must be on and operational for all night VFR CD training flights.

NOTE: waiver expires 30 Apr 07.

A2.3. Hand-held Radios. The use of hand-held radios is permitted aboard RC-26B with the following restrictions (reference AFFSA ANG Waiver Vol 3/9001):

A2.3.1. The only authorized radios are those required to conduct operations with CD LEA units.

A2.3.2. The AC will ensure a check of the radios is conducted before each sortie with all RC-26B aircraft systems powered up. This restriction is applied to ensure each possible radio / tail number combination is checked for interference problems.

A2.3.3. The AC will approve all radio checks prior to their commencement.

A2.3.4. The AC shall discontinue use of these radios should any effect whatsoever to aircraft systems develop.

A2.3.5. The AC shall ensure these radios are used only in visual meteorological conditions (VMC).

NOTE: waiver expires 31 Jul 07.

A2.4. Hand-held GPS/Laptop Computers. The use of hand-held GPS units and laptop computers is permitted aboard RC-26B with the following restrictions (reference AFFSA ANG Waiver Vol 3/9001):

A2.4.1. The hand-held GPS/laptop computer will be utilized solely by the MSO during mission execution and will not be used for aircraft navigation.

A2.4.2. The AC will ensure a check of the MSO's equipment is conducted before each sortie with all RC-26B aircraft systems powered up. This restriction is applied to ensure each possible equipment/tail number combination is checked for interference problems.

A2.4.3. The AC will approve use of the hand-held GPS/laptop computer prior to commencement by the MSO.

A2.4.4. The MSO will turn off the equipment when directed by the AC or any crewmember that determines the equipment is interfering with aircraft systems.

A2.4.5. The AC shall ensure this equipment is only used in VMC.

NOTE: waiver expires 31 Jul 07.

Attachment 3

EQUAL TIME POINTS (ETPS)

A3.1. Equal Time Point (ETP). The equal time point is an airborne decision point. It is the point along the route of flight (usually over water) from which it takes the same amount of time to return to the point of departure (or to the last suitable airfield) as it would to continue to the destination (or the first suitable airfield). In no wind conditions, the ETP is simply the halfway point between the two airfields. However, when flying into a headwind, the ETP moves closer to the destination aerodrome. Conversely, when flying into a tailwind, the ETP moves closer to the departure aerodrome. The distance and time to the ETP from the departure aerodrome (or last suitable airfield) may be calculated using the following formulas:

Figure A3.1. Example

$$\text{Distance to ETP} = \frac{(\text{Total Distance}) \times (\text{Ground Speed Home})}{(\text{Ground Speed Out}) + (\text{Ground Speed Home})}$$

$$\text{Time to ETP} = \frac{\text{Distance to ETP}}{\text{Ground Speed Out}}$$

Problem:

Distance from A to B: 800 NM
 Wind: 50 kts headwind
 TAS: 250 kts
 GS Out: 200 kts (250 kts - 50 kt headwind)
 GS Home: 300 kts (250 kts + 50 kt tailwind)

Solution:

Distance to ETP = $\frac{800 \times 300}{200 + 300} = \frac{240,000}{500} = 480 \text{ NM}$
 Time to ETP = $\frac{480 \text{ NM}}{200 \text{ kts}} = 2.4 \text{ hrs}$

