

**BY ORDER OF THE COMMANDER
AIR FORCE DISTRICT OF
WASHINGTON**



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**AIR FORCE DISTRICT OF WASHINGTON
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Flying Operations

**UH-1N HELICOPTER OPERATIONS
PROCEDURES**

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AFI 11-2UH-1N, Volume 3, 19 April 2012, is supplemented as follows. This supplement prescribes specific guidance for aircrew operating UH-1N helicopters within AFDW. This supplement does not apply to Air National Guard (ANG) units or Air Force Reserve Command (AFRC). AFDW/CC must approve any supplement to this publication. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847s from the field through 1 HS/DOV to 811 OG/OGV. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.mv.af.mil/afirms/afirms/afirms/rim/crm>.

SUMMARY OF CHANGES

This document restructures the passenger policy to match guidance in AFI 11-2UH-1NV3, updates the aircraft publications kit, eliminates the BOTNAY call sign in favor of MUSEL 70 series for cross country flights, reduces the crew compliment for NVG Low Level/NVG

Formation from 2 pilots, 1 flight engineer and 1 additional scanner to 2 pilots and 1 flight engineer, assigns AFDW/A3 as the approval authority for interservice interfly.

This interim change corrects minor errors found in the Crew Complement Table and provides guidance on Minimum Aircraft Equipment and Instrumentation and alert procedures. A margin bar (|) indicates newly revised material.

1.3. Waivers and deviations will be routed through 811 OG/OGV to HQ AFDW/A3.

2.1.1. For contingency operations, command authority will be in accordance with classified OPLANS.

2.2. Operations in a CBRN environment are IAW OPLAN guidance.

2.4.5. An interservice interfly exists any time an aircrew is made up of members from more than one service or an aircrew member of one service is flying aircraft owned by another service for operational missions. In accordance with HAF/A3O-AI guidance, AFDW/A3 is approval authority for interservice interflys.

2.5.1. Flight Engineer Training. The unit will develop a formal training syllabus to train flight engineers on their duties while in the left front seat and basic navigational skills. Following completion of this training, the unit's letter of certification/qualification will be updated.

2.5.1.1. **(Added)** FEs will not occupy the left front seat for flights until they have been properly trained, except when under direct supervision of an Instructor Flight Engineer.

2.5.1.2. **(Added)** At no time, other than safety of flight situations (i.e. donning CBRNE gear, NVGs, seat adjustment and other safety of flight activities deemed essential by the aircraft commander), will FEs manipulate the flight controls. If the AC deems a safety of flight situation exists, FEs will only manipulate the controls until the situation is resolved. Additionally, ACs must comply with AFI 11-202V3, paragraph 1.6. (Note: The AFDW FM 103 meets the intent of filing a report).

2.5.1.3. **(Added)** To facilitate FE flight control capabilities in a safety of flight situation, FEs should be given time on the controls in the UH-1N simulator IAW AETC Simulator Refresher Syllabus of Instruction.

2.5.2. **(Added)** Contingency Missions. Minimum crew for actual contingency missions supporting OPLANS is a contingency-certified aircraft commander and a contingency-certified FE/pilot.

Table 2.1. Crew Complement.

| Mission/Profile | Minimum Required Crewmembers ¹ | | |
|--|---|-------------------|----------------------|
| | Pilot | Pilot or FE or AG | Scanner ³ |
| Emergency Procedures Training | 2 ² | | |
| Instruments (Visual Meteorological Conditions [VMC]) | 1 | 1 | |
| Instruments (Instrument Meteorological Conditions [IMC]) | 2 | | |
| Unprepared Landing Site (Remotes) | 1 | 1 | |
| Night Unaided | 1 | 1 | |
| Night Vision Goggles (NVG) ⁵ | 2 | | |
| Day Low Level ⁵ | 2 | | 1 ⁶ |
| NVG Low Level/NVG Formation | 2 | 1 ⁴ | 1 |
| Day Formation | 1 | 1 | |
| SAR/MEDEVAC | 2 | 1 ⁴ | 1 |
| Day Tactical ⁸ | 2 | | |
| NVG Tactical ⁸ | 2 | 1 | |
| Aerial Gunnery/Defensive Suppressive Fire (DSF) | 2 | 2 ⁴ | |
| Distinguished Visitor/Pax/Cargo Airlift/Cross Country/Ferry | 1 | 1 | |
| Functional Check Flight (FCF) | 1 | 1 ⁷ | |
| Alternate Insertion and Extraction (AIE)/Operations/Parachute Delivery | 2 | 1 ⁴ | |
| Sling/Fire Bucket | 2 | 1 ⁴ | |

Notes:

1. Assumes each crewmember is current and certified/qualified (or gaining currency, certification, or qualification) in the profile/mission/maneuver.
2. Reference paragraph 5.4.1.5.
3. Any UH-1N pilot/FE/AG or UH-1N student pilot/FE/AG who has completed the initial Mission phase of training can perform the scanner function.
4. Must be an FE or AG.
5. AFDW and PACAF only – One pilot plus a pilot or FE.
5. Low Level operations without two pilots are limited to operations on routes depicted on published Federal Aviation Administration (FAA)/National Charting Office (NACO) Helicopter Route Charts.
6. Scanner required for operations below 100 feet Above Ground Level (AGL).
7. Additional crewmember as defined/required by TO 1H-1 (U)N-6CF-1, *Flight Manual Acceptance and Functional Checkflight Procedures*.
8. Low-level crew complements may apply based on flight profile.

2.6. DOD 4515.13-R lists eligible passengers for “Space required (mission essential traffic)” category, but does not fully address many situations for USAF helicopter transport operations. The following guidance expands upon DOD 4515.13-R, *Air Transportation Eligibility*, or USAF helicopter-specific operations and provides guidance for helicopter passengers.

2.6.1.1. **(Added)** Mission Supported Passengers (MSP). A sub-category of space required passenger and defined as DoD and other government agency personnel who require helicopter transportation to satisfy their specific mission requirements. Examples of MSP include personnel being transported from one location to another (other than MEP) to satisfy their support requirements, personnel transported for contingency missions (actual or training), or personnel transported for unique purposes

such as aerial surveys, observation, or photography. Approval for MSP status is normally provided by the mission tasking. However, the OG/CC may designate MSP status to any DoD personnel (military, government civilian or DoD Contractor) other than General officers and equivalent.

2.6.1.2. **(Added)** AFDW/A3 will coordinate approval for MSP status for all non-DoD personnel. DoDD 4500.56 and DOD 4515.13-R provides guidance on approval authority for non-DoD personnel. Other mission support requests will be coordinated with the OG, WG and AFDW/A3 as required.

2.6.1.3. **(Added)** Organizations/personnel outside the 11 WG requesting helicopter transport must submit the request in writing (email is acceptable) to the 11 WG/CC. The request will include the military organization and office of primary responsibility requesting the support, a point of contact, and a list of passengers to be transported. The passenger list will include rank for military, pay grade for government civilians, and the name of the company for civilians working as a DoD contractor.

2.6.2.1. **(Added)** Operational Support Airlift (OSA). Headquarters AF/CVAM will task AFDW helicopters (with AF/CV approval) for all DoD senior officials (except general officers on flight orders) and members of congress IAW DODD 4500.56, *DoD Policy on the Use of Government Aircraft and Air Travel*, and DODD 4515.12, *DoD Support for Travel of Members and Employees of Congress*, for transport flights either within or outside the NCR. (Note: Transport flight refers to the movement of personnel where passengers get off the aircraft at a point other than the origin (passenger on-load point).

2.6.2.2. **(Added)** OSD Programs. OSD program offices will task and approve passengers for contingency operations in the National Capital Region.

2.6.2.3. **(Added)** Missions tasked by AFDW/A3 will be given in writing (email is acceptable) and state date(s), time(s), mission purpose, and approved passengers or types of passengers approved for transport. For example, AFDW/A3 may task the 1 HS with supporting a photography mission and approve any DoD military photographer.

2.6.2.4. **(Added)** Approval and tasking process. All transport requests and approvals will be documented in writing (email is acceptable). The 1 HS will keep a record of all requests and approvals for 60 days after mission completion.

2.6.4. In accordance with AFI 11-401, *Aviation Management*, manifest all personnel on DD Form 2131, *Passenger Manifest*, or an approved substitute, according to mission requirements. Missions tasked by OSD Program Offices will include a passenger list or, in the tasking, state the passenger list is on file with the supported organization.

2.6.6. **(Added)** Supporting Passengers. Active duty military members assigned to the 11 WG are eligible to be flown on exercise contingency missions with 11WG/CC approval (may be delegated but no lower than 811 OG/CC). Exercises will not be used to provide incentive flights, tours, or "fini" flights for supporting passengers.

2.6.6.1. **(Added)** Individuals chosen to be supporting passengers will receive one-time Ground Egress (LL03) training prior to flight. All passengers will be manifested and will receive a passenger brief prior to each flight.

2.6.6.2. **(Added)** Flight profiles for contingency exercises with supporting passengers will be limited to a pick-up at either KADW, an exercise ELZ or an actual ELZ, followed by a standard routing of flight to an exercise destination and a return to KADW.

2.6.6.3. **(Added)** Aircraft Commanders will ensure classified information is not disclosed to supporting passengers without the appropriate clearance and need to know.

2.15.1. Training/Exercise Sorties: 40 knots steady state or a 20-knot gust spread.

2.16.3. **(Added)** Single-pilot NVG operations: 700/2.

2.17.3. 1 HS/CC or DO may waive the requirement for minimums to a non-precision approach to require the minimums for any available approach IAW paragraph 2.17.3. of AFI 11-2UH-1NV3.

2.17.3.1. **(Added)** 1 HS/CC or DO may waive requirements to the published minimums for a compatible precision approach, but no lower than 200 foot ceiling and ½ mile visibility (2400 RVR).

2.17.3.2. **(Added)** Single Pilot Simulated Instrument Flight. Minimum weather for single pilot simulated instruments is 3000-foot ceiling and 5-mile visibility. Pilots must maintain VMC and remain in radar contact with ATC at all times.

2.21.3. **(Added)** Forced or Precautionary Landing Reporting. Aircrews that experience an in-flight emergency (IFE), precautionary landing, terminate a sortie due to the failure of any aircraft system or other unsafe event(s), must complete an AFDW Form 103, *In-Flight Emergency and Precautionary Landing Worksheet*. Submit the original form to the unit flight safety office upon return to home station. While off station, fax or e-mail the form to unit flight safety office or mission control center. Aircrews will report all wildlife strikes via AF Form 853, *Air Force Wildlife Strike Report*, IAW AFMAN 91-223, *Aviation Safety Investigations and Reports*.

2.25. In addition to the Minimum Local Mission Kit items listed in Table 2.2 aircrews will carry items listed under Cross-Country Mission Kit on all cross-country missions. Items marked with an asterisk (*) will be carried in hard copy.

Table 2.2. Minimum Local Mission Kit.

| Flight Documents | | Flight Publications | |
|---|----|--|---|
| - TO 1H-(U)N-1, <i>Flight Manual USAF Series UH-1N Helicopter</i> | 1 | - IFR Supplement | 1 |
| - TO 1H-(U)N-1 CL-1, <i>Pilot's Flight Crew Checklist</i> | 2* | - VFR Supplement | 1 |
| - AFI 11-2UH-1NV3 CL-1 AFDWSUP, <i>UH-1N Helicopter Crew Briefing Guides and Checklists</i> | 1* | - Flight Information Handbook (FIH) | 1 |
| - AFI 11-202, Vol 3, <i>General Flight Rules</i> | 1 | - IFR Enroute Low Altitude Charts:L-25/26, L-27/28, L-29/30, L-31/32, L33/34, L35/36 | 1 |

| | | | |
|---|-----|---|----|
| - AFI 11-2UH-1N Volume 3 AFDWSUP, <i>UH-1N Helicopter Operations Procedures</i> | 1 | -Low Altitude Instrument Approach Procedures Vols: 16, 17, 20, 21, & TCN if Req'd | 2 |
| - TO 1H-1(U)N-5, <i>Basic Weight Checklist & Loading Data</i> | 1 | -VFR Terminal Area Charts: New York & Philadelphia | 1 |
| -Supplemental Weight & Balance Handbook | 1 | - VFR Sectional Aeronautical Charts: New York, Detroit, Cincinnati, & Charlotte | 1 |
| -DESC-I-31, <i>Buying Petroleum Products and Other Supplies and Services Off-Station (CONUS only)</i> | 1 | -VFR Helicopter Route Charts: New York | 1 |
| | | - Operational Site Diagrams/Photos (as required for specific mission) | 1 |
| Forms | | | |
| - AF Form 70, <i>Pilot's Flight Plan and Flight Log</i> | 1* | - DD Form 175, <i>Flight Plan</i> | 1* |
| - AF Form 651, <i>Hazardous Air Traffic Report (HATR)</i> | 1* | - DD Form 2131, <i>Passenger Manifest</i> | 1* |
| - AF Form 457, <i>USAF Hazard Report</i> | 1* | - AFDW Form 101, <i>Dropped Object Worksheet</i> | 1* |
| - Emergency/Passenger Briefing Card(s) | 1* | - AFDW Form 103, <i>In-Flight Emergency & Precautionary Landing Worksheet</i> | 1* |
| Cross-Country Mission Kit Additions | | | |
| ORM Worksheets | A/R | IFR Enroute Low Altitude Charts (for applicable mission area) | 1 |
| Extra copies of local mission forms | A/R | IFR Low Altitude Instrument Approach Procedures (for applicable mission area) | 2 |
| | | VFR Sectional Aeronautical Chart (for applicable mission area) | 1 |
| | | VFR Terminal Area Charts and Helicopter Route Charts (if available) | 1 |

2.27. All aircrew members will carry the following charts on any flights conducted within the NCR:

2.27.1. **(Added)** Washington Sectional Aeronautical Chart.

2.27.2. **(Added)** Baltimore-Washington VFR Terminal Area Chart.

2.27.3. **(Added)** Baltimore-Washington Helicopter Route Chart.

Table 2.3. Minimum Aircraft Equipment and Instrumentation.

| Equipment | Alert | Day | Night/NVG | IMC | Overwater ¹⁹ |
|---|-----------------|-----------------|-----------------|-----------------|-------------------------|
| Instrumentation/Gauges | | | | | |
| Barometric Altimeter ¹ | X | X | X | X | X |
| Radar Altimeter ¹ | X | X ³ | X ³ | X | X ⁷ |
| Attitude Indicator ⁶ | X | X | X | X ⁶ | X |
| Heading Indicator ¹ | X | X | X | X | X |
| Vertical Velocity Indicator ¹ | X | X | X | X | X |
| Airspeed Indicator ¹ | X | X | X | X | X |
| Dual Torque Indicator | X | X | X | X | X |
| Triple Tachometer | X | X | X | X | X |
| Engine Instruments ² | X | X | X | X | X |
| Transmission Instruments ² | X | X | X | X | X |
| Combining Gearbox Instruments ² | X | X | X | X | X |
| Fault Indications/Caution & Warning Lights | X | X | X | X | X |
| Lights | | | | | |
| Landing/Searchlight ^{4,5} | X | X | X | X | X |
| Cockpit Instrument lights ⁸ | X | | X | | |
| Position and Anti-Collision lights ⁹ | X | X | X | X | X |
| Communications Equipment | | | | | |
| Line of Sight (LOS) Radios ¹⁰ | X | X | X | X | X |
| Secure LOS Radios ¹² | X ¹¹ | | | | |
| Satellite Communication (SATCOM) ¹² | X ¹¹ | | | | |
| Transponder Mode 2, 4 | X | | | | |
| Transponder Mode 1, 3/A, C | X | X | X | X | X |
| Pilot Navigation Instruments | | | | | |
| Navigation Instruments ¹³ | X ¹⁴ | X ³ | X ³ | X ¹⁴ | X ³ |
| Global Positioning System (GPS) | X | | X ³ | | |
| Miscellaneous/Emergency Equipment | | | | | |
| Life Preserver Unit (LPU)s for all crew/passengers | | | | | X |
| Helicopter Emergency Egress Device (HEED)s for all crew | | | | | X |
| Restraint devices for all crew/passengers | X | X | X | X | X |
| Life Rafts | | | | | X |
| Force Trim System | X ¹¹ | X ¹⁸ | X ¹⁸ | X ¹⁸ | X ¹⁸ |
| Windshield Wipers ¹⁶ | X ¹¹ | | | | |
| Cabin Heat/Defroster ¹⁵ | | | | | |
| Pitot Heat | X ¹⁵ | | | X ¹⁵ | |
| Auxiliary Fuel System ¹⁷ | X ¹¹ | | | | |
| VIP Communication Kit | X | | | | |
| Survival Kit | X | X | X | X | X |
| CBRN Kit | X | | | | |
| Notes: | | | | | |
| 1. At least one operative, on whichever side occupied by the aircraft commander | | | | | |
| 2. Sufficient instrumentation to assess system's performance | | | | | |
| 3. As required for flight profile | | | | | |
| 4. At least one operational | | | | | |
| 5. If infrared filter installed on searchlight, landing light must be operational | | | | | |

6. IMC flight requires two operational ADIs
7. Both radar altimeters are required to be operational
8. Cockpit lighting must be sufficient to allow crewmembers to read required charts, FLIP, instrument approach plates and other navigation materials
9. The PIC may continue a mission with the failure of any light of the anti-collision light system to the first practical stop where repairs can be made
10. One LOS radio is sufficient if the flight profile/OPLAN does not require both radios
11. 1 HS Flight Authenticating Official (FAO) is deviation authority for alert aircraft, Aircraft Commanders will contact the FAO with discrepancy prior to accepting aircraft
12. Capable on at least one radio (inoperable radios will be documented for corrective action)
13. Navigation Instruments include the TACAN, VOR, Localizer, and Glideslope
14. Aircraft must pass instrument cockpit check IAW AFI 11-2UH-1NV3CL-1
15. Required for forecast temperatures at or below 10 degrees Celsius
16. Required for all flights if precipitation is forecast for the flight path
17. Required if flight profile exceeds 2 hours
18. Aircraft commander is the deviation authority for non-alert aircraft
19. Overwater is defined as operating beyond autorotational distance from land.

2.29.1. **(Added)** During unaided night operations at least one radar altimeter's Variable Altitude Limit Index (VALI) will be set to the minimum enroute altitude.

2.31. Dropped Object Prevention. Aircrews that experience a dropped object in-flight must complete an AFDW Form 101, *Dropped Object Worksheet*. Submit the original form to the unit flight safety office upon return to home station. While off station, fax or e-mail the form to unit flight safety office or mission control center.

2.40.1. Medical Evacuation of patients contaminated with chemical or biological agents will be IAW OPLAN guidance.

2.41. Critical Care Air Transport Team personnel are authorized to assist flight surgeons and medical technicians as required during MEDEVAC missions.

Section 2R (Added)—Acceptance and Functional Check Flights (FCF)

2.45. **(Added)** FCF Operations. FCF certification training is authorized on actual FCF and acceptance flights. Do not accomplish currency or other training items on actual FCF flights.

Section 2S (Added)—General Planning Considerations

2.46. **(Added)** Call signs. For local sorties use the MUSEL mission designation (e.g. MUSEL 4 if holding Mission 4). FCF missions use MUSEL 50 (additional FCF aircraft use MUSEL 51, 52, etc). Cross country missions use MUSEL 70 (additional cross country aircraft use MUSEL 71, 72, etc).

Section 2T—(Added) Alert Procedures

2.47. **(Added) Alert Personnel/Duty.** Comply with operational plans for alert requirements and response times. Length of tours, flight duty periods, crew rest requirements, and scheduling will be IAW AFI 11-202, Volume 3, *General Flight Rules*, and MAJCOM supplement.

2.47. **(Added) Alert Aircraft.** Maintain aircraft on alert status as follows:

2.47.1. **(Added)** Park aircraft in a designated alert parking area to expedite taxi and takeoff.

2.47.2. **(Added)** Place aircraft on alert IAW applicable technical orders and Air Force directives. As long as one member of the crew remains on alert at changeover, there is no requirement to perform a complete preflight.

2.47.3. **(Added)** Alert aircraft may be flown for purposes other than actual alert missions provided the following conditions are met:

2.47.3.1. **(Added)** Alert requirements can be met with sufficient fuel to meet mission requirements.

2.47.3.2. **(Added)** Communication contact is maintained with Musel Control.

2.48. **(Added) Thru-Flight Inspections.** An alert crewmember assigned to the aircraft will be present during the maintenance thru-flight inspection or at the completion of the maintenance thru-flight inspection to ensure all cowlings/access doors are secure and to check the areas in which the inspection and/or maintenance was performed.

2.48. **(Added) Alert Procedures.** At the beginning of each alert period, crews will conduct an Alert Aircrew Briefing utilizing AFI 11-2UH-1NV3 CL-1. Alert crews are authorized to prepare TOLD and DD Form 365-4, *Record of Weight and Balance Personnel*, using the worst case weather conditions expected during the alert period. This TOLD will only be used for alert scrambles. If the alert aircraft is flown for other reasons, new TOLD for the applicable flight conditions will be accomplished.

3.1.1. For DV Code 1 and Vice Presidential missions, aircrews will wear the long sleeve blue shirt with tie or tab as applicable (no ribbons), blue trousers, black low quarter shoes with blacksocks, and leather jacket (optional). When blue uniforms are worn, use headsets and do not wear flight gloves.

3.1.3. For DV Code 1 and Vice Presidential missions, crews may wear unit issued aircrew sunglasses.

3.1.5. While holding or flying alert aircraft the aircrew will carry Life Support issued Chemical/Biological Warfare Individual Protective Equipment (IPE). Use of IPE will be IAW OPLANs and AFI 11-2UH-1NV1.

3.2.8. For flights primarily designated for training, the aircraft commander/flight lead will ensure all planned destinations/site diagrams, AF Form 4303, *Helicopter Landing Zone Survey*, are thoroughly reviewed during the pre-flight briefing.

4.4. NVG operations with only a pilot and FE must be conducted at a helipad/runway/ramp type landing area or remote sites designated by the 1 HS/CC or DO. Document this designation in the remarks section of the AF Form 4303, *Helicopter Landing Zone Survey*.

5.4.1.4. Practice emergency procedures may be accomplished while an FAA examiner is onboard and conducting an examination of rated aircrew personnel for civil certificates or ratings.

6.4.1.1. **(Added)** The AFDW LATN is defined by: Northern Boundary is the 40° latitude line from 80° longitude to the western edge of the Susquehanna River. Southern Boundary is the 38° latitude line from 80° longitude to point south of PT Lookout on the Chesapeake Bay. Western Boundary is the 80° longitude line from the 40° latitude to 38° latitude. Eastern Boundary is the intersection of the Susquehanna river and the 40° latitude along the western shore of the Susquehanna River and then on the western shore of the Chesapeake Bay running south until the point directly south of PT Look out on the 38° latitude line.

6.4.1.2. **(Added)** Flight activities in the AFDW LATN will comply with all applicable Federal Aviation Regulations (FARs). Routes and waypoints will be overflowed a maximum of one time during a 24 hour period by any aircraft. The 811 OG will develop procedures to ensure no part of the LATN is overflowed more than once a day. Low-level flight within the Washington DC Flight Restricted Zone (FRZ), other than operations on routes depicted on published Federal Aviation Administration (FAA)/National Charting Office (NACO) Helicopter Route Charts, is not authorized. The 11 WG will maintain a full description of the LATN and any further restriction in the 1 HS current operations office.

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Director, Operations, Plans and Requirements,
& Assessments

EDWARD J. LENGEL, Colonel, USAF
Director, Operations, Plans and Readiness

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

AFMAN 91-223, *Aviation Safety Investigations and Reports*, 6 Jul 2004 DOD 4515.13-R, *Air Transportation Eligibility*, November 1994

DODD 4500.56, *DoD Policy on the Use of Government Aircraft and Air Travel*, 14 Apr 2009

DODD 4515.12, *DoD Support for Travel of Members and Employees of Congress*, 15 Jan 2010

Prescribed Forms

AFDW Form 101, *Dropped Object Worksheet*

AFDW Form 103, *In-Flight Emergency and Precautionary Landing Worksheet*

Adopted Forms

AF Form 4303, *Helicopter Landing Zone Survey*

DD Form 2131, *Passenger Manifest*

AF Form 853, *Air Force Wildlife Strike Report*

Abbreviations and Acronyms

ATC—Air Traffic Control

CBRN—Chemical, Biological, Radiological, and Nuclear

CVAM—US Air Force Vice Chief of Staff office of Air Movement

FAR—Federal Aviation Regulation

FRZ—Flight Restricted Zone

IFE—In-Flight Emergency

MEP—Mission Essential Personnel

MSP—Mission Supported Passenger

NCR—National Capital Region

OPLAN—Operational Plans

OSA—Operational Support Airlift

OSD—Office of the Secretary of Defense

VALI—Variable Altitude Limit Index