

**BY ORDER OF THE COMMANDER
AIR FORCE SPECIAL OPERATIONS
COMMAND**

**AIR FORCE SPECIAL OPERATIONS
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Flying Operations

***TACTICAL SYSTEMS OPERATOR
OPERATIONS PROCEDURES***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*, AFPD 11-4, *Aviation Service*, Air Force Instruction (AFI) 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, and AFI 11-202, Vol 3, *General Flight Rules*, as well as the appropriate Air Force Tactics Techniques and Procedures (AFTTP). It provides policies and procedures to Tactical Systems Operators (TSO) flying on Air Force Special Operations Command (AFSOC) aircraft under most circumstances but should not replace sound judgment. This instruction applies to Air Force Reserve Command (AFRC). This instruction does not apply to Air National Guard (ANG) units. Subordinate units may supplement this instruction in accordance with (IAW) **Paragraph 1.6**. The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The Privacy Act System Number F011 AF XO A, Aviation Resource Management Systems (ARMS) covers required information. The authority for maintenance of ARMS is 37 USC 301a (Incentive Pay), Public Law 92-204, Section 715 (Appropriations Act for 1973), Public Laws 93-570 (Appropriations Act for 1974) and 93-294 (Aviation Career Incentive Act of 1974), DoDD 7730.57 (Aviation Career Incentive Act of 1974 and Required Annual Report, February 5, 1976, with Changes 1 and 2), and Executive Order 9397 (SSN) as amended by Executive Order 13478, Amendments to Executive Order 9397 Relating to Federal Agency Use of Social Security Numbers, November 18, 2008. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. Unless prescribed within this publication, requests for waivers must be submitted through chain of command to the OPR listed above for consideration and approval. Ensure that all records created as a result of processes prescribed in this publication are maintained in

accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

Chapter 1

GENERAL INFORMATION

1.1. General. This volume provides guidelines and restrictions for TSOs who operate onboard AFSOC aircraft. It is an original source document for many areas, but AFSOC mission-specific areas will remain in their applicable AFI 11-2 Mission Design Series (MDS), Vol 3. TSOs will be familiar with applicable AFI 11-2MDS, Vol 3s for aircraft in which they hold qualification. If conflicting TSO guidance is given in aircraft tactics manuals or handbooks, this volume takes precedence. It is written for normal and contingency operations to reduce procedural changes at the onset of contingencies. All TSO operations shall be conducted in accordance with US domestic law and international law, to include the law of armed conflict. Training procedures are included. Headquarters AFSOC Standardization/Evaluation (HQ AFSOC/A3V) has overall responsibility for the administration of this volume. In the absence of clear defining guidance in this instruction, see applicable AFI 11-2MDS Volumes. (T-2)

1.2. Applicability. This instruction is applicable to TSO operations. References to units, personnel, and aircraft in this annex include all gained forces unless specifically exempted by this instruction.

1.3. Terms Explained.

1.3.1. "Will," and "Shall" indicate a mandatory requirement.

1.3.2. "Should" indicates a recommended procedure.

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

1.3.4. "**WARNING**" Operating procedures, techniques, etc., which will result in personal injury or loss of life if not carefully followed.

1.3.5. "**CAUTION**" Operating procedures, techniques, etc., which will result in damage to equipment if not carefully followed.

1.3.6. "**Note**" Operating procedures, techniques, etc., which are essential to emphasize.

1.3.7. See **Attachment 1**, *Glossary of References and Supporting Information*, for additional terms, definitions, and references.

1.4. Deviations and Waivers. Do not deviate from the policies and guidance in this instruction, except when the situation demands immediate action to ensure safety. Report deviations, without waiver, through channels to HQ AFSOC/A3 within 24 hours, followed by a written report.

1.4.1. Although this instruction provides guidance for TSO operations under most circumstances, it is not a substitute for sound judgment. When it is necessary to protect the crew and aircraft from a situation not covered by this instruction and immediate action is required, the Pilot in Command (PIC) has ultimate authority and responsibility for the course of action to be taken. Report all deviations or exceptions to this instruction without a waiver through channels to HQ AFSOC/A3.

1.4.2. Unless otherwise indicated, HQ AFSOC/A3 is the waiver authority for operational procedure requirements contained in this instruction. HQ AFSOC/A3 may delegate this

authority to the Commander Special Operations Air Forces (COMAFSOF) for operationally assigned Special Operations Forces. Request waivers to this instruction through proper command and control channels.

1.5.1. Tier requirements refer to waiver authority based on level of risk.

1.5.1.1. "Tier 0" (T-0) requirements are reserved for requirements that non-compliance is determined and waived by respective non-Air Force authority.

1.5.1.2. "Tier 1" (T-1) requirements are reserved for requirements that non-compliance may put airman, mission, or program strongly at risk, and may only be waived by the MAJCOM/CC or delegate with concurrence of publication approver. When multiple MAJCOMs are affected, then T-1 is appropriate.

1.5.1.3. "Tier 2" (T-2) requirements are reserved for requirements that potentially put the mission at risk or potentially degrade the mission or program, and may only be waived by the MAJCOM/CC or delegate.

1.5.1.4. "Tier 3" (T-3) requirements are reserved for requirements that non-compliance has a remote risk of mission failure, and may be waived by the Wing/CC but no lower than the OG/CC.

1.5. Distribution.

1.5.1. TSO Unit/CCs, All Levels - 1

1.5.2. Operational File (Ops Section), All Levels - 1

1.5.3. Flight Crew Information File (FCIF) - 1

1.5.4. Aircrew – 1

1.6. Roles and Responsibilities.

1.6.1. HQ AFSOC/A3V is the functional lead for this document and will:

1.6.1.1. Ensure subordinate organizations comply with contents.

1.6.1.2. Coordinate updates to content.

1.6.2. HQ AFSOC /A3 is the waiver authority for the contents of this document.

1.6.3. Special Operations Wings (SOW), Groups (SOG), and Squadrons (SOS and IS) will:

1.6.3.1. Ensure unit standardization and evaluation organizations serve as the unit Office of Primary Responsibility (OPR) for unit document adherence.

1.6.3.2. Collect and route data for document updates.

1.7. Supplements. Units may supplement this instruction. The purpose of the unit supplement is to document the process by which units implement the requirements of this instruction. Post the unit supplement behind the basic instruction. Supplements should not duplicate and will not be less restrictive than the provisions of this or any other publication without prior authorization from HQ AFSOC/A3V. (T-2)

1.8. Requisitioning Procedures. Order this volume through the Publication Distribution Office. Unit Commanders provide copies for all aircrew members and associated support personnel as directed by **Paragraph 1.5.**

1.9. Improvement Recommendations. Personnel at all echelons are encouraged to submit proposed changes In Accordance With (IAW) AFI 11-202, Vol 2, AFSOC Sup, *Aircrew Standardization/Evaluation Program*, through MAJCOM Standardization and Evaluation channels to HQ AFSOC/A3V. Use AF Form 847, *Recommendation for Change of Publication*.

1.10. Development of New Equipment and Procedures. Units are encouraged to suggest new equipment, methods, tactics and procedures. Coordinate these requirements through 361 Intelligence, Surveillance, and Reconnaissance (ISR) Group.

Chapter 2

COMMAND AND CONTROL (C2)

2.1. General. The AFSOC C2 system is based on the principles of centralized monitoring and decentralized control and execution. The result is a C2 mechanism which keeps the HQ AFSOC/CC informed of the current status of AFSOC forces while enabling the Wing, Group, or Squadron Commander to exercise control over the day-to-day operations.

2.2. Administrative Control (ADCON). The AF ISR Agency exercises ADCON of 361 ISRG personnel.

2.3. Operational Control (OPCON). AFSOC is the air component to the United States Special Operations Command (USSOCOM). USSOCOM may delegate OPCON of all Air Force Special Operations Forces (AFSOF) aircraft assigned or allocated to USSOCOM. In circumstances where OPCON of AFSOF aircraft has been provided to the Theater Special Operations Commands (TSOCs) within a Geographic Combatant Command for theater-based assets, AFSOC is typically designated as the controlling agency for such assets and assigned aircrew.

Exception: In practice, responsibility for planning and executing AFSOC missions is routinely delegated to the Wing/CC (Wg/CC) or Group/CC (Gp/CC). The Wg/CC or Gp/CC, in turn, exercises control of non-close-hold missions through the command post supporting the wing or group. In the event that assigned forces undergo a change in operational control, responsibility for mission monitoring passes from the wing or group C2 facility to the gaining command. Changeover will be accomplished in accordance with the pertinent Operational Plan, Operational Order, Deployment Order, or Execution Order. **Note:** For certain close-hold activities, security considerations may compel the Wing or Group Commander to shift mission monitoring responsibilities from the command post to another wing, group, or theater agency. The Wg/CC or Gp/CC will ensure procedures are established for the responsible agency to monitor mission progress and advise the HQ AFSOC/A3 or AFSOC/CC as appropriate. For mission monitoring guidance, adhere to applicable AFI 11-2MDS, Vol 3. (T-2)

2.4. Pilot in Command Responsibility and Authority. AF Form 4327A, *Crew Flight Authorization*, designates a PIC for all flights. The PIC is:

- 2.4.1. In command of all persons aboard the aircraft.
- 2.4.2. Responsible for the welfare of their crew, Mission Essential Personnel (MEP), passengers, and the safe accomplishment of the mission.
- 2.4.3. Vested with the authority necessary to manage the crew and accomplish the mission.
- 2.4.4. The final mission authority and will make decisions not specifically assigned to a higher authority.
- 2.4.5. The final authority for accepting a waiver affecting the crew or mission.
- 2.4.6. Charged with keeping the applicable commander informed of mission progress and difficulties.
- 2.4.7. Responsible for the timely reporting of aircraft movements in the absence of a mission commander.

Chapter 3

AIRCREW COMPLEMENT AND MANAGEMENT

3.1. Aircrew Qualification. Each person assigned as a primary crew member will be qualified or in training for qualification in that crew position, mission, and aircraft. (T-2)

3.2. Crew Complement. The normal crew complement for TSO operations is one, IAW AFI 65-503, *US Air Force Cost and Planning Factors*, Table 36.1.

3.2.1. Logging of Flying Time. Log flying time IAW AFI 11-401, *Aviation Management*.

3.3. Interfly. Interfly is the exchange and/or substitution of aircrew members and/or aircraft between MAJCOMs to accomplish flying missions. Normally, interfly should be limited to specific operations/tests, exercises, or special circumstances.

3.3.1. IAW letters of agreement (LOA) or Memorandums of Agreement (MOA), 361 ISR Group personnel are authorized interfly on designated AFRC, AETC and NGB aircraft.

3.3.1.1. The operational or training squadron will prepare and sign AFSOC/AFRC flight orders for flights on which the "A-code" is from their squadron. (T-2)

3.3.1.2. As a minimum, aircrews will be qualified in the applicable aircraft. (T-2)

3.3.1.3. AFSOC will retain all flight and ground mishap reporting responsibility. (T-2)

3.3.2. Waiver Authority.

3.3.2.1. With a valid MOA. OG/CC or COMAFSOF is the approval authority for interfly on AFSOC aircraft under their control.

3.3.2.2. No MOA/Expired MOA. HQ AFSOC/A3 is the approval authority for interfly on AFSOC aircraft.

3.3.2.3. Contingency operations will be approved by both HQ AFSOC/A3 and respective MAJCOM/A3. (T-2)

3.4. Intrafly. The OG/CC or COMAFSOF is the approval authority for intrafly of AFSOC crew members on aircraft under their control.

3.4.1. 361 ISR Group personnel are authorized intrafly on any AFSOC-assigned aircraft.

3.4.2. As a minimum, aircrews will be qualified in the applicable aircraft. (T-2)

3.5. Scheduling Restrictions. TSO scheduling restrictions are IAW AFI 11-202, Vol 3, *General Flight Rules*, and MAJCOM Supplement.

3.6. Alert Crew Procedures. See AFI 11-202 Vol. 3, *General Flight Rules*, and MAJCOM Supplement.

3.7. Flight Duty Period and Crew Rest Restrictions. See AFI 11-202, Vol 3, and MAJCOM Supplement.

Chapter 4

AIRCRAFT OPERATING GUIDELINES

4.1. General. This chapter provides guidance for operations with certain degraded equipment. If the aircraft commander elects to operate with degraded equipment or aircraft systems, coordinate mission requirements (i.e., revised departure times, fuel requirements, maintenance requirements, etc.) prior to flight with the mission control agency to ensure the decision does not adversely impact follow-on missions.

4.2. Responsibility. The final responsibility regarding required equipment for a mission rests with the aircraft commander. If one aircraft commander accepts an aircraft to conduct a mission or mission segment with a degraded or inoperative item or system, this acceptance does not commit that aircraft commander, or a different aircraft commander, to subsequent operations with the same item or system inoperative. When the aircraft commander considers an item essential, designate the component Mission Essential (ME) on the AFTO Form 781A, *Aircrew/Mission Flight Data Document*, and the item will be repaired or replaced prior to departure. (T-2)

4.2.1. The TSO will inform the aircraft commander of degraded TSO equipment prior to crew check-in. (T-2) After crew check-in, when aircraft operations allow, the TSO will inform the aircraft commander or designated crew member in a timely manner of any changes in mission systems. (T-2)

Chapter 5

AIRLAND OPERATIONS

5.1. General. This chapter establishes procedures for TSO employment during airland operations while operating onboard AFSOC aircraft. In addition to the guidance outlined below refer to AFI 11-202, Vol 3, and the 11-2MDS, Vol 3, *General Operating Procedures*, chapter for MDS-specific guidance.

5.2. Checklists/In-Flight Guides. Accomplish all checklists/in-flight guides, as required, with strict discipline. A checklist/in-flight guide is not complete until all items have been accomplished.

5.2.1. Tactical Systems Operators will use the HQ AFSOC/A3V approved checklist or 361 ISRG approved in-flight guide for their duty position when conducting ground or flight operations. (T-2)

5.2.2. Tactical Systems Operators may use approved checklist/in-flight guides modified with notes, amplifying procedures, and limits provided the checklist/in-flight guides and notes are current. Currency of notes is the crew member's responsibility.

Chapter 6

GENERAL OPERATING PROCEDURES

6.1. General. This chapter establishes procedures for TSO employment on AFSOC aircraft. In addition to the duties listed in applicable technical orders (TO), directives, and this instruction, the PIC may assign other duties as necessary. The TSO is a typically a Career Enlisted Aviator (CEA) whose primary responsibility is to use specialized carry-on equipment to provide aircrews and ground forces with actionable intelligence on enemy forces. A TSO can fly on practically any airframe that is cleared for TSO equipment and mission set, creating a flexible intelligence package for theater commanders. For this reason, it is common for a deployed TSO to receive minimal notice and only basic aircraft egress and emergency procedures training before flying on a platform for the first time. The TSO must be ready to accomplish the mission in a dynamic tasking environment. In addition to the guidance outlined below refer to the 11-2MDS, Vol 3, *General Operating Procedures*, chapter for MDS-specific guidance.

6.2. Personal and Professional Equipment. In addition to, and in the absence of, any MDS specific personal and professional equipment requirements, TSOs will adhere to the below guidance: (T-2)

6.2.1. Passports. Carry passports on missions when required by the Foreign Clearance Guide (FCG).

6.2.2. Shot Record. Aircrew members will ensure they meet immunization requirements for the mission area of operations. (T-2)

6.2.3. Identification. Identification tags (dog tags) will be worn around the neck or carried in a flight suit pocket. A valid US government issued identification card (commonly referred to as Common Access Card or CAC) will also be carried on all flights. (T-2)

6.2.4. Flight Gloves: All aircrew members will have flight gloves readily available during all flights. (T-2)

6.2.5. Foreign Object Damage (FOD) Hazards. Aircrew will not wear wigs, hairpieces, rings, scarves, ornaments, pins, hair clips or fasteners, or earrings in the aircraft or on the flight line. Crew members will remove rings and scarves before performing aircrew duties. **Exception:** Plain elastic hair fasteners or plastic barrettes are allowed, providing they do not interfere with the wearing of headsets or helmets, or the donning of oxygen equipment. All devices will be accounted for before and after flight. (T-2)

6.2.6. Restricted Area Badges. Carry the restricted area badge on all missions (except combat missions) and display badge only in designated restricted areas.

6.2.7. Headset: Carry a headset on all flights.

6.2.8. Flashlight: Carry an operable flashlight on all flights.

6.3. Mission Planning Factors.

6.3.1. Mission Planning. Detailed information on mission planning can be found in this instruction, AFTTP 3-1, Vol 1 (S), *General Planning and Employment Considerations*, AFTTP 3-1, Vol 2 (S), *Threat Reference Guide and Countertactics*, and MDS specific

AFTTP 3-1 (S) and AFTTP 3-3 (U) volumes as well as any applicable AFSOC handbook (AFSOCH) volumes.

6.3.2. The TSO, after coordinating with appropriate entities will conduct mission planning with the aircrew. The TSO will brief expected scenario inputs based on the analytical data, as required. (T-2)

6.3.3. The TSO is responsible for coordinating with all appropriate agencies to obtain all required or anticipated mission planning, professional, and TSO specific equipment for the duration of the flight/deployment. The TSO will ensure all equipment is inventoried and inspected prior to flight/deployment. (T-2)

6.4. Flight Briefings and Procedures. TSOs should cover the following items and areas, as a minimum, during most pre-mission planning briefings.

6.4.1. Briefing Classification. It is absolutely necessary to inform any briefing audience as to the overall classification of any item or area for which the TSO is responsible for presenting mission/equipment related information. Do not assume everyone in the room is cleared and has a need to know.

6.4.2. TSO Capabilities. Brief the capabilities and limitations of the systems you will be using onboard the aircraft and any special requirements (cables etc.) that apply.

6.4.3. Orbit Coordination. Coordinate with the pilots, CSO, ISR Tactical Controller (ITC) and ground force elements (as applicable) to establish the best start point, orbit size, orbit orientation and egress routes to maximize mission effectiveness.

6.4.4. Communications. Mission specific communication procedures should be clearly understood by the entire crew and external parties prior to flying the mission. Radios, nets and tactical verbiage issues should be coordinated during pre-mission planning and briefings to avoid preventable mission failure due to bad communications.

6.4.5. Onboard Safety Considerations. The size of many of the aircraft that the TSO will fly on does not leave much room for equipment and associated cables/wiring. To the extent possible, deconflict these areas to avoid safety hazards during flight and in the event of an egress situation.

6.4.6. Destruction of Classified Material. When in a combat environment or other sensitive area, brief the aircrew on how to handle your classified material. Use the following as an example to brief before each flight (not required verbatim). "If for some reason I become incapacitated during the flight and we are forced to land in a hostile zone, keep in mind that my classified material will need to be destroyed/zeroized."

6.5. Mission Employment.

6.5.1. Takeoff Procedures: All TSO equipment, personnel, and gear should be organized, functional, and stowed away properly prior to takeoff.

6.5.2. If any degradation in on-board systems is discovered TSOs must pass this information to the PIC. The decision to proceed rests with the PIC.

6.5.3. Go-Around Calls. If any crewmember calls "go-around" the pilot flying should immediately apply power to establish a climb that clears all obstacles.

6.5.4. Tactical Operations. Execute the proper tactical procedure based upon threat analysis and 11-2MDS aircraft-specific performance envelopes. For all tactical operations, follow theater-specific air traffic control procedures to avoid potential conflicts.

6.6. Communications Procedures. When missions require the TSO to communicate, they will obtain proper frequencies, time hack, schedules, call signs, and communications security (COMSEC) material prior to flight. Depending on the nature of the mission and the communications, the TSO will keep the crew updated on any pertinent information and will coordinate with the PIC for authorization to transmit. Any TSO-related COMSEC equipment loaded during the course of the mission will be zeroized at the end of the mission. (T-2)

6.6.1. On all AFSOC aircraft, the TSO will coordinate with the crew during mission planning regarding interphone connectivity. (T-2)

6.6.2. The PIC will plan and brief individual responsibilities for secure communication loading, voice radio configuration and communication during the mission. Coordination between all aircrew members is essential for safe and effective mission accomplishment. All aircrew members that have the capability to monitor radios must be alert to back up the assigned crew members when duties allow. The PIC will assign radio monitoring and transmission duties after examining each phase of flight for mission requirements and individual workload. (T-2)

6.7. Post Mission. In addition to appropriate debriefs, the TSO will also ensure: (T-2)

6.7.1. Equipment write-ups are passed on to appropriate maintenance personnel.

6.7.2. Post mission reports and data files (as required) are provided to the supporting analyst.

6.7.3. Provide information to their units summarizing mission events, as required.

Chapter 7

AIRCRAFT SECURITY

7.1. General. As an aircrew member onboard AFSOC aircraft the TSO is required to be familiar with the proper procedures and guidance to help maintain the security of the aircraft. Refer to the 11-2MDS, Vol 3, *Aircraft Security*, chapter for MDS-specific guidance.

Chapter 8

OPERATIONAL REPORTS AND FORMS

8.1. General. For assistance in completing safety forms contact the wing/group, unit, or local flight safety officer. Refer to the 11-2MDS, Vol 3, *Operational Reports and Forms*, chapter for MDS-specific guidance.

Chapter 9

FLYING TRAINING POLICY

9.1. General. Refer to AFI 11-202, Vol 1, *Aircrew Training*, AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, AFSOCI 11-2TSO, Vol 1, *Aircrew Training*, and AFSOCI 11-2TSO, Vol 2, *Tactical Systems Operator Aircrew Evaluation Criteria*, for additional information.

Chapter 10

LOCAL OPERATING PROCEDURES

10.1. General. Units may publish local and/or unique unit operation procedures as a supplement to this chapter commencing with **Paragraph 10.2**. The title will indicate the unit concerned (e.g., “10.2. 43 IS Local Operating Procedures.”). (T-2)

10.1.1. Procedures in this chapter will not duplicate, alter, amend, or be less restrictive than those in this instruction. (T-2)

10.1.2. After validation, send final copies to HQ AFSOC/A3V.

10.1.3. TSOs will adhere to local operating procedures published via the 1 SOG, 27 SOG, 352 SOG, and 353 SOG. (T-2)

J. MARCUS HICKS, Brig Gen, USAF
Director of Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFSOCI 11-2TSO, Vol 1, *Aircrew Training*

AFSOCI 11-2TSO, Vol 2, *Tactical Systems Operator Aircrew Evaluation Criteria*

AFI 11-200, *Aircrew Training, Standardization/Evaluation, and General Operations Structure*, 19 January 2012

AFI 11-202, Vol 1, *Aircrew Training*, 22 November 2010

AFI 11-202, Vol 2, *Aircrew Standardization/Evaluation Program*, 13 September 2013

AFI 11-202, Vol 2, AFSOC Sup, *Aircrew Standardization/Evaluation Program*, 18 October 2012

AFI 11-202, Vol 3, *General Flight Rules*, 22 October 2010

AFI 11-202, Vol 3, AFSOC Sup, *General Flight Rules*, 30 November 2012

AFI 11-401, *Aviation Management*, 10 December 2010

AFI 65-503, *US Air Force Cost and Planning Factors*, 4 February 1995 AFMAN 33-363, *Management of Records*, 1 March 2008

AFPD 11-2, *Aircrew Operations*, 19 January 2012

AFPD 11-4, *Aviation Service*, 1 September 2004

AFTTP 3-1, Vol 1 (S), *General Planning and Employment Considerations*

AFTTP 3-1, Vol 2 (S), *Threat Reference Guide and Countertactics*

Prescribed Forms

There are no prescribed forms in this instruction.

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 4327A, *Crew Flight Authorization (FA)*

AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*

Abbreviations and Acronyms

ADCON—Administrative control

AF—Air Force

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFRC—Air Force Reserve Command

AFRIMS—Air Force Information Management System
AFSOC—Air Force Special Operations Command
AFSOC/A3V—AFSOC Standardization/Evaluation
AFSOCH—AFSOC Handbook
AFSOF—Air Force Special Operations Forces
AFTTP—Air Force Tactics, Techniques, and Procedures
ANG—Air National Guard
ARMS—Aviation Resource Management Systems
C2—Command and Control
CAC—Common Access Card
CEA—Career Enlisted Aviator
COMAFSOF—Commander Air Force Special Operations Forces
COMSEC—Communications Security
FCIF—Flight Crew Information File
FCG—Foreign Clearance Guide
FOB—Forward Operating Base
FOD—Foreign Object Damage
Gp/CC—Group Commander
IAW—In Accordance With
ISR—Intelligence, Surveillance, and Reconnaissance Group
ITC—Tactical Controller
LOA—Letter(s) of Agreement
MDS—Mission Design Series
ME—Mission Essential
MEP—Mission Essential Personnel
MOA—Memorandum of Agreement
OG/CC—Operations Group Commander
OPCON—Operational Control
OPR—Office or Primary Responsibility
PA—Privacy Act
PIC—Pilot in Command
RDS—Records Disposition Schedule

TO—Technical Order

TSO—Tactical Systems Operators

TSOC—Theatre Special Operations Command(s)

USSOCOM—United States Special Operations Command

Wg/CC—Wing Commander

Terms

Command and Control—The exercise of authority and direction by a properly designated commander over assigned and attached forces in the accomplishment of the mission. Command and control functions are performed through an arrangement of personnel, equipment, communications, facilities, and procedures employed by a commander in planning, directing, coordinating, and controlling forces and operations in the accomplishment of the mission.

Exercise—A military maneuver or simulated wartime operation involving planning, preparation, and execution. It is carried out for the purpose of training or evaluation. It may be combined, joint, or single-service, depending on participating organizations.

Forward Operating Base (FOB)—An airfield without full support facilities used during mission operations for an undetermined and sometimes extended period of time.

Interfly—Intermixing of crew members from different units in the same aircrew or unit aircrews flying aircraft assigned to another unit.

Mission Essential Personnel (MEP)—Individuals who perform essential duties in support of a particular aircraft, aircrew, or mission.

Operational Control (OPCON)—Transferable command authority that may be exercised by commanders at any echelon at or below the level of combatant command. Operational control may be delegated and is the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. Operational control includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command. Operational control should be exercised through the commanders of subordinate organizations. Normally this authority is exercised through subordinate joint force commanders and Service and/or functional component commanders. Operational control normally provides full authority to organize commands and forces and to employ those forces as the commander in operational control considers necessary to accomplish assigned missions. Operational control does not, in and of itself, include authoritative direction for logistics or matters of administration, discipline, internal organization, or unit training.