BY ORDER OF THECOMMANDER
1ST SPECIAL OPERATIONS WING
(AFSOC)

HURLBURT FIELD INSTRUCTION 11-201

9 DECEMBER 2015

Flying Operations

AIRCRAFT OPERATIONS

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This publication implements Air Force Policy Directive 11-2, *Aircrew Operations*. It applies to all 1st Special Operations Wing (1 SOW) aircraft operating from Hurlburt Field and/or the auxiliary fields and test areas within the Eglin Air Force Base Reservation as well as partner and hosted units operating out of Hurlburt Field as part of an exercise or other training. **Chapter 2**, Command, Control and Communications, applies to the 1 SOW Command Post, the 1st Special Operations Air Operations Squadron (1 SOAOS), and the 1st Special Operations Group (1 SOG). Information applicable to 1 SOW aircrews is taken from Eglin Air Force Base Instruction (EAFBI) 11-201, *Air Operations*. Information contained in this instruction may duplicate MDS-specific instructions. In this case, MDS specific instructions have precedence over this instruction. This publication does not apply to Air Force Reserve Command Units or the Air National Guard. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System Records Disposition Schedule. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*. Submit requests for waivers through the chain of command to the appropriate waiver approval authority 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.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. Major changes include reorganization of material to improve readability of the document (all chapters); removal of duplicate information sourced in HFI 13-201 or EAFBI 11-201 (all chapters); addition of airfield LOA/MOA location (1.9); changes to command and control to reflect 1 SOAOS and Installation Control Center (ICC) organizational responsibilities and procedures (Chapter 2); changes to 1 SOG squadron responsibilities (2.4.); addition of AAR guidelines (2.10); delete requirement to test Mode 4; additions to CV-22 live-fire range procedures (4.12); breaking out IU/JCAS procedures from AC-130 operations (4.13); adding W-151 live fire procedures (4.14) and removing the rescinded Incidental Harassment Authorization; modification to AC-130 round jettison procedures to avoid duplicating MDS-specific guidance and account for range construction (6.6); addition of transition with munitions airfields (6.8); addition of airdrop malfunction/off-DZ reporting procedures (6.15); updated laser guidance (7.8); and addition and consolidation of attachments. If looking for guidance no longer found in this instruction, refer to the source documents of HFI 13-201, EAFBI 11-201, or MDS-specific guidance.

Chapter 1

GENERAL INFORMATION AND OPERATIONAL AREAS

1.1. Purpose. The rules and instructions herein are issued to promote the safe, orderly, and expeditious movement of air traffic in Eglin Air Traffic Control (ATC) airspace, and the safe expenditure of ordnance during all missions, aerial demonstrations, and aircraft exercises in the Eglin Range Complex. They may not cover every contingency which arises or every rule of safety or good practice. Aircrews are expected to use good judgment to handle contingencies not covered in this instruction. These instructions supplement basic responsibilities defined in Air Force and FAA directives. This instruction compliments EAFBI 11-201 and aircrews should be thoroughly familiar with both instructions for operating guidance.

1.2. Roles and Responsibilities. The 1st Special Operations Group Commander (1 SOG/CC) is responsible to the 1st Special Operations Wing Commander (1 SOW/CC) for bringing this instruction to the attention of units visiting Hurlburt Field and planning to conduct missions at Hurlburt and/or within the Eglin area complex. The 1 SOG/CC will provide basic briefing material on the Eglin reservation, and instructions and procedures for use of these areas, as well as any changes in local procedures.

1.2.1. Commanders of assigned, associated, and deployed units will ensure their personnel understand and comply with applicable chapters of this instruction, EAFBI 11-201, the safety annex to the Test Directive (TD), memorandums of agreement, appropriate command directives, and aircraft technical orders for planning and executing their individual test program or weapons employment training program.

1.2.2. Flight leaders, mission commanders, aircraft commanders, and individual pilots will brief applicable portions of this instruction, the safety annex to the TD, and the scheduled flight profile in-flight briefings.

1.3. Administration. 1 SOG Standardization and Evaluation (1 SOG/OGV) is responsible for this instruction, while the Air Force Special Operations Air Warfare Center, 14th Weapons Squadron, 96th Operations Group, and 919th Operations Group have collateral responsibility for this instruction. Send suggested changes on an AF Form 847 to 1 SOG/OGV, 820 Tully St, Hurlburt Field, Florida 32544-1015.

1.4. Hurlburt Field. (Eglin Auxiliary Field 9, KHRT). Hurlburt Field is under the control of the 1 SOW/CC as the installation commander and contains many tenant units. It is within the Eglin Air Force Base Reservation and is one of multiple outlying Eglin auxiliary fields. See HFI 13-201 for airfield facility location, functions, and requirements or limitations for use. Refer to EAFBI 11-201 for additional range information.

1.4.1. The local flying area is defined as the airspace within a 500 NM radius of the Hurlburt Field TACAN, excluding the airspace outside the US Coastal ADIZ.

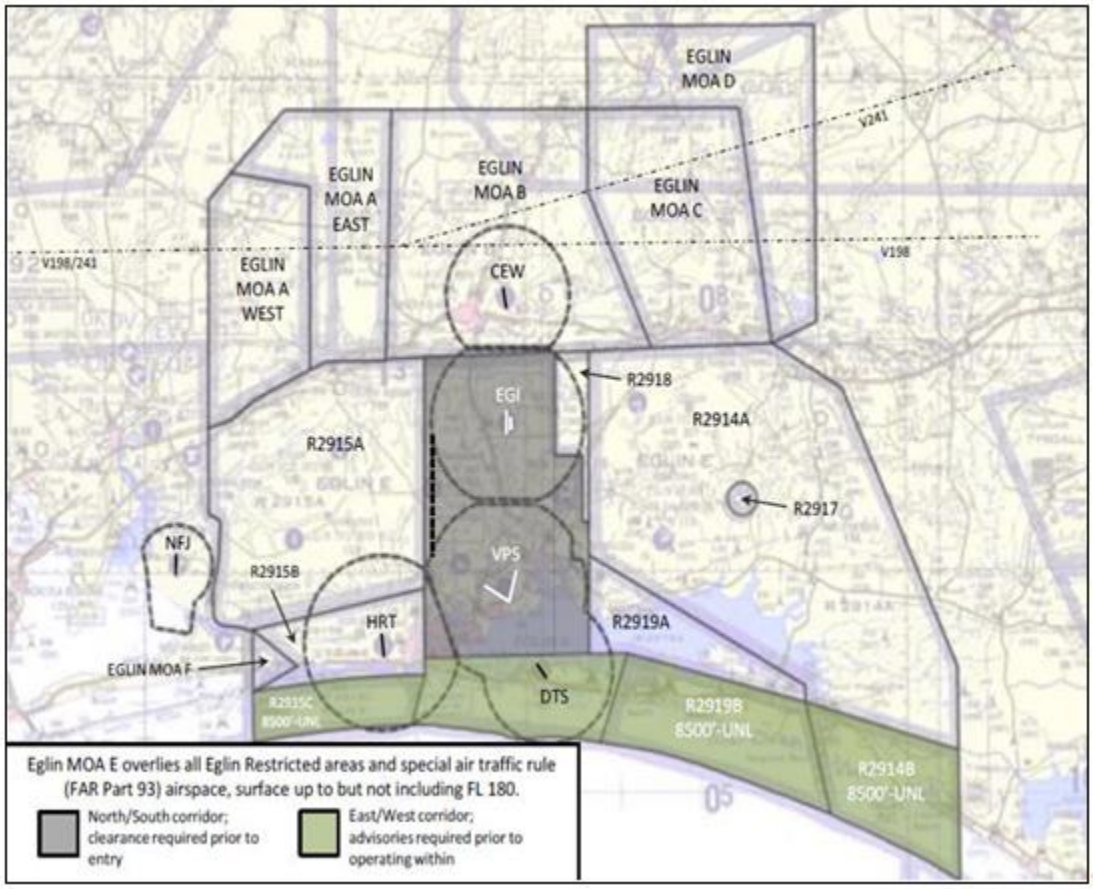
1.5. Hurlburt Class D Airspace. Hurlburt Class D is the airspace extending upward from the surface, up to and including, 2,500 feet MSL within a 5.3 NM radius of the geographical center of the airport, excluding that airspace which lies east of the eastern boundaries of R2915B and R2915C. Greatest density traffic occurs in the local pattern between 1800-2400L. During these

periods of high density traffic, aircrews are advised to utilize alternate airfields for proficiency work.

1.6. Hurlburt "H" Area. Hurlburt "H" area is used for airborne alignment of sensor and fire control systems. This area is within a 5.3 NM radius around the geographical center of Hurlburt Field, excluding that portion of airspace east of the eastern boundary of R2915A/B. It coincides with the Hurlburt Field Class D surface area. Assigned altitudes will be as coordinated with Eglin Range Control Facility (ERCF). Restrictions may be imposed due to other mission activity. The 1 SOG/CC authorizes military authority assumes responsibility for separation of aircraft (MARSA) of 1 SOW assigned aircraft operating simultaneously in A-77, A-78, B-6, B-7, and the Hurlburt H Area. 1 SOW will also self-deconflict all other missions exclusively involving 1 SOW aircraft.

1.7. Special Use Airspace. (**Figure 1.1**). Eglin's special use airspace includes restricted areas R2914A/B, R2915A/B/C, R2917, R2918, and R2919A/B. Military Operating Areas (MOAs) include Eglin A East, A West, B, C, D, E, F, and Rose Hill MOAs. Warning Areas include W-151, W-168, and W-470. The W-151 Shoreline Areas are a subdivision of W-151A and W-151B and are designated as W-151 S3, S4, S5, S6, and S7. The attributes of these areas are defined in DoD Flight Information Publication (FLIP). For additional special use airspace descriptions, to include 14 CFR Part 93, military training routes, controlled fire areas, Class D/E surface areas, transition areas, helicopter training areas, aero club training areas, Eglin Water Test Area, and other airports and facilities, refer to EAFBI 11-201.

Figure 1.1. Special Use Airspace.



1.8. Duke Field. (Eglin Auxiliary Field 3, KEGI). Refer to EAFBI 11-201 for airfield operations, restrictions, training procedures, and diagrams as well as AFI 13-217 and Duke Field LZ MOA for LZ operations.

1.8.1. Visual Illusion. Aircrews should be aware of a visual illusion when landing on assault landing zone (ALZ) 18. A small hill is located north of the ALZ on short final. The ground slopes down to the ALZ threshold causing illusions of a graded-in glide path.

1.8.2. Restrictions. Aircrews must obtain approval from their squadron commander or operations officer prior to conducting takeoffs from the ALZ.

1.8.3. Caution. Aircrews are reminded that this is an actual 60-foot wide assault strip. Extra care should be used when calculating TOLD and briefing crewmember actions during emergency procedures.

1.9. Airfield LOA/MOA. 1 SOG flying squadrons are authorized to conduct NVG operations at approved airfields, per current agreements. These LOA/MOAs are located on the 1 SOG/OGV SharePoint site, under the *Announcements* tab.

Chapter 2

COMMAND, CONTROL, AND COMMUNICATIONS (C3)

2.1. ICC Organization. The Installation Control Center is the 1 SOW command and control agency responsible for flight following, deviations, emergencies, and mission coordination. The ICC includes the 1 SOW Command Post, 1 SOAOS A33, and 1 SOAOS Senior Duty Officer. When activated, the Wing Battlestaff and Emergency Operations Center are members of the ICC.

2.1.1. Command Post (CP) (*"Chindit Ops"*). Located in the ICC building, the CP is Hurlburt Field's 24/7/365 node within the Air Force's C2 construct, directly responsible to the Wing Commander for emergency or time-sensitive notifications involving Hurlburt Field. Its capabilities provide a centralized communication point at the junction of installation support and operational activities. Core functions include emergency action messages, operational reporting (OPREP-3/AFSOC CCIR), emergency management, and directly supporting 1 SOAOS flying management. Additionally, CP manages the installation notification and warning system (Giant Voice, AtHoc). The Command Post is the primary agency authorized to communicate command directions to installation units supporting the entire installation (e.g., security forces, base ops, etc.)

2.1.2. 1 SOAOS Senior Duty Officer (SDO) (*Archer Ops*). The SDO in the ICC serves as the 1 SOW/CC representative for all flying missions. The SDO is responsible for C2 of CONUS-based 1 SOW aircraft to include flight-following and status reporting. The SDO monitors all flying activity and acts as liaison between aircraft, group, and wing commanders.

2.1.3. 1 SOAOS A33 (*Archer Ops*). The A33 serves as the execution liaison between aircraft commanders, Eglin Mission, and applicable ground mission support parties for any same day Eglin range changes. The A33 also serves as the coordinator for base transportation, ammunition, parking, and aircraft emergencies.

2.2. Procedures. Unless directed otherwise by higher headquarters, the procedures outlined in this chapter will be the same during home station training flights, deployments, exercises, and real-world contingency operations.

2.2.1. Secure voice is the primary mode of operation, but all radio circuits will be capable of both secure and non-secure operation. **Exception:** During home-station training flights, non-secure communications are primary.

2.2.2. Combined execution checklist will be used by both fixed-wing and vertical-lift aircraft.

2.2.3. Aircraft and ground stations will use the frequencies listed in the 1 SOW monthly comm. products (available from the ICC SharePoint) for all communications to the ICC.

2.2.4. For all missions originating at Hurlburt Field, Duke Field and Eglin AFB, the aircrew will report to 1 SOW ICC through *Archer Ops*. The following standard radios call and information will be relayed to *Archer Ops*:

2.2.4.1. If munitions loading is required, advise when aircraft is taxiing to hot cargo or other authorized ammo upload area.

2.2.4.2. Actual take-off time.

2.2.4.3. Hourly operations normal calls (if applicable per para 2.4.3).

2.2.4.4. Report 30-minutes prior to landing on *Archer Ops* frequency with the following: ETA, Alpha status with specific maintenance codes (notify if max power run will be required), and any other service requirements. Use the appropriate system codes located in the mission folder/AFTO Form 781 when calling in a specific system discrepancy. Never announce any information concerning tactical or electronic counter measures equipment in clear text over the radio. Use of clear text for generic aircraft equipment malfunctions is permissible but discouraged. Maintenance codes are not required if using secure communications

2.2.4.4.1. ALPHA 1 = Airframe operationally ready.

2.2.4.4.2. ALPHA 2 = Airframe mission ready (minor problems).

2.2.4.4.3. ALPHA 3 = Airframe non-mission ready (major problems).

2.2.4.4.4. ALPHA 4 = Nuclear/Biological/Chemical contamination (state "exercise" if in exercise role play).

2.2.4.4.5. Requestsforammunitiondownload,brasspick-up,and/orcrew transportation, if required.

2.2.4.4.6. Request for cargo or passenger off-loading assistance, if required.

2.2.4.5. Landing time. **Exception:** Duke and Eglin assigned aircraft will report landing time to Duke or Eglin Maintenance Operations Center (MOC).

2.2.5. The ICC will assist in coordinating the following: (Make calls directly to 1 SOW *Archer Ops* as soon as practical.)

2.2.5.1. Maintenance problems that may cause a delay or mission cancellation.

2.2.5.2. Any in-flight conditions that would adversely affect the mission.

2.2.5.3. Variations between scheduled and actual loads (cargo, airdrop, fuel, etc.)

2.2.5.4. Real-time air refueling and/or Eglin Range profile change requests.

2.2.6. Diversion Guidelines. Aircraft may be diverted, under emergency conditions, by the ICC broadcasting diversion instructions on assigned frequency every 10 minutes via *Archer Ops*.

2.2.6.1. Weather diversions may be initiated by the flight crew, the squadron, 1 SOG/CC, or the 1 SOAOS SDO.

2.2.6.2. Diversions, regardless of reason, to other than scheduled landing base will be reported to the ICC and each respective squadron as soon as possible.

2.3. Command Post Responsibilities.

2.3.1. Collect and disseminate C2 information contained in paragraph 2.2.4.

2.3.2. Coordinate with flying squadrons and 1 SOAOS for periodic updates of the execution checklist.

2.4. 1 SOG Squadron Responsibilities.

2.4.1. Perform radio checks with *Archer Ops,* as appropriate. Radio checks will be performed on operational frequencies, using operational COMSEC material, in both secure and non-secure modes.

2.4.2. During home-station training flights, ensure UHF, VHF, and HF or SATCOM radio checks are performed prior to scheduled departure.

2.4.2.1. Unless directed otherwise by higher headquarters, prior to departing off-station, all aircrew will call the SDO on duty and relay any changes to their plan to include routing, fuel stops, and mission purpose.

2.4.3. Use the combined execution checklist from the 1 SOW monthly communication products (available from 1 SOW ICC SharePoint; 1 SOAOS > ICC > A6) and make, as a minimum, all mandatory radio calls appropriate to the mission being flown to the ICC. If no execution checklist calls are scheduled to be made, make ops normal radio calls every 60 minutes.

2.4.4. Monitor at least one C2 radio frequency at all times. UHF/VHF/HF is the primary C2 net, but SATCOM is the primary long-range radio and may be used when appropriate, if available. If radio availability exists, monitor *Archer Ops*.

2.4.5. To minimize radio traffic, aircrew will state the net they are calling on. **Example:** "Archer Ops, Spooky 41 on victor. Royal at 2001."

2.4.6. Aircraft Commanders should submit the post mission report (PMR) to 1 SOW ICC as soon as practical following maintenance debrief, and no later than 2 hours after the final land time. 1 SOW PMR is available via the ICC SharePoint (1 SOAOS > DOG > PMR). If the aircraft commander requires more than 2 hours to submit the PMR, the aircraft commander will call the ICC prior to beginning post-flight duties in order to provide flight information, any significant issues, and estimated PMR submission time. Aircraft Commanders will call the Battlestaff/A3 for a PMR quality check immediately following submission.

2.4.7. Weather. All 1 SOG aircraft departing/deploying from Hurlburt Field or operationally controlled (C2) by the 1 SOW will obtain weather support from the 1 SOSS/OSW Weather Flight. All 1 SOG aircraft redeploying or operationally controlled by a command other than 1 SOW will continue to contact the 23rd Special Operations Weather Squadron (SOWS) for all weather support. All weather support requests will be accompanied via an AFSOC Form 87 or DD 175-1. Requests require at least 2 hours advance notice, requests made inside of 2 hours advance notice will be completed as other duties allow. 1 SOG units supporting combat operations from established forward locations will continue to follow local procedures for receiving weather support.

2.5. Joint Team Members Monitoring Interphone. All 1 SOG aircraft will provide a headset and interphone cord to joint team members to monitor appropriate radios and interphone during tactical events. Do not remove primary crewmembers from interphone stations to accommodate this requirement.

2.5.1. Joint team members will not transmit over interphone to affect changes to the mission, call "no drops," or direct the aircraft. **Exception:** Jumpmaster directed airdrops when authorized.

2.5.1.1. Joint team members may transmit instruction/coordination with their unit/team over aircraft radios if approved by the aircraft commander.

2.5.2. The aircraft commander and senior ground force representative must coordinate prior to engine start who has priority on monitoring interphone.

2.6. Operations/Communications Security. Static call signs will be used for local training. AFKAI-1 voice call signs list (VCSL) call signs will be used for OCONUS and operational missions when communicating with the ICC and air traffic control agencies. See paragraph 3.8.

2.6.1. During home station training flights, use the applicable edition and segment of the following:

2.6.1.1. KEYMAT listed on the 1 SOW monthly communication products to secure SATCOM, HF, UHF, and VHF radio transmissions.

2.6.1.2. KAL/D 269 (CONUS), or available training frequencies, for HAVE QUICK II training.

2.6.1.3. USKAD B13333 for over-the-air rekeying (OTAR) operations.

2.6.1.4. AKAD/T 1553 for authentication of diversion instructions.

2.6.1.5. During deployments, exercises, and contingencies, use the deployment order or communications electronics operating instruction (CEOI) designated COMSEC.

2.6.1.6. COMSEC material will change for all stations at 0001Z, unless otherwise stated. In the event that COMSEC change-over occurs during a training sortie, aircrew must take-off with the current KEYMAT plus any future editions. COMSEC will not be frozen for training missions.

2.6.2. Use secure facsimile or SIPRNET e-mail communications to pass any classified or sensitive information. Non-secure facsimiles or encrypted NIPRNET e-mail may be used to pass unclassified flight schedules and flight schedule changes.

2.6.3. During off-station operations, crews will provide reach back to the ICC using the AFSOC deployed status report (DSR). This report is a required aircrew duty and will be completed in the most expeditious manner possible. The following methods are the recommended means of communicating with the ICC in preferential order:

1. Encrypted NIPR email.
2. Amrdec Safe website (https://safe.amrdec.army.mil/safe).
3. Encrypted NIPR webmail.
4. Electronic flight bag submission.
5. DSN phone.
6. Commercial email.
7. Commercial fax/phone.

2.6.4. If the AFSOC OSR form is not available, the following minimum information is required to be passed to the ICC:

1. Call Sign.
2. Aircraft commander name.
3. Aircraft commander contact information (including billeting information).
4. Last 24 hours of execution (including takeoff and landing times).
5. Next 24 hours (CONUS) and 48 hours (OCONUS) takeoff and landing times.
6. Aircraft status with any support required.

2.7. Problems with Eglin Approach/Mission. If problems occur with Eglin Approach or Mission Control, aircrew should request that the controller "mark the tapes." Follow-up by either calling the ERCF Chief/Supervisor (not the shift chief/supervisor) at 882-8160 between 0700 – 1600L. This must be done immediately after the flight to ensure tapes are not destroyed. For immediate safety concerns call the watch supervisor at 882-9151/52/53.

2.8. Posse Comitatus Act. The Posse Comitatus Act (18 U.S.C. § 1385) prohibits using military members to execute civil law unless authorized by the Constitution or an Act of Congress. This prohibits military members from directly participating in civil law enforcement operations or subjecting civilians to regulatory or compulsory military power. Direct participation includes such things as interdiction of a vehicle/vessel/aircraft, search or seizure, arrest, apprehension, or the use of military personnel for surveillance or pursuit of individuals. The Posse Comitatus Act does not prohibit activities conducted for a primary military purpose, such as protection of the installation.

2.8.1. 1 SOG aircrew may provide aid if assistance is needed on the Eglin Range complex. 1 SOW/CC must approve prior to beginning assistance.

2.8.2. If a request is received for 1 SOW aircrew or assets to assist in a search and rescue operation or other activity independently justified by humanitarian purposes unrelated to civil law enforcement (e.g., to save lives, save property, or stop suffering), the individual receiving the request will contact the 1 SOW command post (850-884-8100), who will coordinate the required approvals. Under no circumstances will aircrew participate in such events until approval is received. If a request is received while airborne, aircrew will contact the 1 SOW ICC via *Archer Ops* for coordination and approval.

2.9. Safety Incidents. Report all safety incidents in accordance with the 1 SOW incident reporting guide maintained by 1 SOW Flight Safety. The guide is located on the 1 SOW Flight Safety SharePoint page.

2.10. After Action Reporting (AAR). All 1 SOG units will adhere to the AAR policy contained in the "1 SOG After Action Reporting (AAR) Guidance" memorandum. Additionally, 1 SOG personnel will adhere to the AFSOC/CV "Operational and Intelligence Reporting Procedures for AFSOC Units" and 1 SOW/DS "After Action Reporting (AAR) Requirements" policy letters. These AAR policy letter are located on the 1 SOG/OGV Sharepoint site, under the *Announcements* tab.

Chapter 3

GENERAL PROCEDURES

3.1. Bird Watch Condition (BWC) and Bird/Wildlife Aircraft Strike Hazard (BASH) Procedures. Aircrews will incorporate BASH and the BWC into their briefings. Crews can check the Avian Hazard Advisory System (AHAS) website at **http://www.usahas.com**. This site has specific bird data on 1 SOW low-level routes, military and civil airfields, Eglin Range bird conditions, as well as links to the Bird Avoidance Model (BAM). In-depth guidance for BWC is located in Appendix 1 to Annex C of the Hurlburt Field BASH Plan 91-212 (OPLAN 91-212).

3.1.1. All aircrew should conduct low-level/LATN/range-area bird analysis during preflight duties via AHAS and BAM. Historical data shows most bird strikes occur below 1,500 feet AGL. Crews should consider climbing to this altitude or higher when flying in the vicinity of lakes, rivers, or when a large number of birds are seen. Personnel should be alert for bird activity and report such activity to Airfield Management or the ICC. These reports may include recommendations for an upgraded BWC.

3.1.2. BASH Phase I and II operations. Refer to HFI 13-201 for BWC descriptions and operations under low, moderate, and severe conditions.

3.1.3. BASH Phase II is 15 September through 15 November for fall migration, and 1 March to 30 April for spring migration. Spring Phase II will be declared by 1 SOW/CC by exception based on 1 SOW/SE recommendation from bird strike data, numbers of incidents, and bird activity. Phase II dates can be altered or extended based on actual migration activity. Phase I is all other times of the year.

3.1.3.1. Additional mitigations are taken under BASH Phase II:

3.1.3.1.1. Airfield: within +/- one hour of sunrise/sunset, only initial take-offs, full stop landings, and restricted low approaches at or above 500 feet AGL are authorized. **Exception:** Vertical lift operations training (hoist, fast rope and other low speed operations) required to be conducted below 1,000 feet is authorized.

3.1.3.1.2. Low Level/Range/LATN: within +/- one hour of sunrise/sunset, avoid flight below 1,000 feet AGL. Aircraft are to avoid large inland bodies of water or overfly at or above 2,000 feet AGL.

3.2. Air-to-Air Refueling (AAR) Operations.

3.2.1. Receiver aircrew will notify the tanker crew/tanker home unit as soon as possible if 1 SOW aircraft is delayed or aborts the mission. Notification can be made directly to crew or through the ICC *Archer Ops.*

3.2.2. Normally, refueling altitude will be limited to 12,000 feet MSL or below.

3.2.3. When possible, AAR training aircraft will not be configured with excessive drag sources.

3.2.4. Aircrews will exchange formation details with tanker aircrew to include at a minimum: number of aircraft and position of each aircraft in the formation, rendezvous type,

post-AAR procedures, and AAR emergency procedures. Receiver aircrew will pass any changes to tanker aircrew as soon as possible.

3.2.5. Local AAR Track Information. Local tracks are not FLIP published AAR tracks. Aircrew will confirm track coordinates, altitudes, and airspeeds prior to the refueling mission. See Attachment 3 for local tracks.

3.2.5.1. Destin AAR Tracks. Destin AAR tracks A, B, C, and D are approved for operations from 3,000 to 13,000 feet MSL. Standard block altitudes are 3,000 to 6,000 and 9,000 to 13,000 feet MSL. Altimeter settings broadcasted by Eglin Mission Control will be used for refueling on Destin AAR tracks. All Destin refueling tracks are located in W-151 and under radar control by Eglin Mission. The servicing Air Route Traffic Control Center is Jacksonville Center. Destin A & D tracks are located in W-151A/C, Destin B is located in W-151B/D, and Destin C is located in W-151C/D. See Attachment 3 for diagrams and anchor coordinates Air refueling frequencies are listed in the 1 SOW communications product.

3.2.5.2. Destin anchors are available only to units scheduled through the 46 Test Wing/DOR on an AAC test directive. The squadron will request use of Destin anchors through 1 SOAOS range scheduling. If the entire 3,000 to 13,000 foot block is not required, request only the airspace needed. This may preclude a cancellation due to higher priority missions. AR302 or alternate Destin tracks may be available if certain sectors of W-151 are in use.

3.2.5.3. Pensacola AAR Track is located in W-155A/B and is controlled by Sea breeze on 353.775 or 284.625.

3.3. Noise Abatement. To minimize aircraft noise in the surrounding communities, all aircrew operating aircraft out of Hurlburt Field, Duke Field, Eglin AFB, or on the Eglin Range Complex will follow procedures consistent with aircraft configuration, MAJCOM directives, aircraft technical orders, flying safety, and mission requirements. Specific altitude restriction guidance for the local area/Eglin Range Complex is outlined in EAFBI 11-201. 1 SOG aircraft will adhere to these restrictions to the maximum extent possible. Exceptions to this policy include takeoffs, landings, and/or vectors while under the control of ATC or Eglin Mission Control, or when safety of flight is a concern. See paragraph 5.1 for low-level considerations.

3.4. Distinguished Visitor Orientation Flights and Static Displays. All DV flights and static displays will be conducted IAW AFI 11-209 AFSOCSUP, *Aerial Event Policy and Procedures*, AFI 11-401, *Aviation Management*, and MDS-specific guidance. Participating crewmembers will be briefed by a designated representative of the squadron leadership on duties and responsibilities. For all DV flights the ICC will be notified, through the base radio station, of ETA 30 minutes prior to landing and again at 10 minutes prior to landing.

3.5. Aircraft Tours. Personnel not assigned to the flying or maintenance squadron (relatives, friends, etc.) are allowed to tour the aircraft, but visits will be limited to a small number of people and be coordinated through the MOC and Security Forces. All visits will be on a non-interference basis. Tour groups must be approved by 1 SOW/PA and coordinated through 1 SOW ICC.

3.6. Aerial Capability Demonstrations. Aerial capability demonstrations are part of the 1 SOW mission. Aircrew tasked to conduct demonstrations and capability exercises, will do them

professionally to reflect standards—no more, no less. Aircrews are to fly demonstrations the way they routinely practice with no more urgency or aggressiveness. Commanders will select the right aircrew, approve the profile, and personally monitor the rehearsals and the execution. There will be no difference between show operations and normal operations. Refer to AFI 11-209 AFSOC Sup for additional information concerning aerial demonstrations.

3.7. Practice Combat Maneuvers. All crewmembers will be advised of the time period when they may expect threat maneuvers. This simulated threat time will provide maximum safety to prevent personnel injury during the rapid changes of aircraft position. Crewmembers should be prepared for abrupt maneuvers during any phase of flight and should remain seated with seat belt fastened whenever flight duties do not require them to move about the aircraft. During training, defensive maneuvers should not include zero or negative G profiles.

3.8. International Flight Planning. Use voice call sign listing (VCSL) call signs when flying OCONUS. Squadron schedulers are responsible for obtaining these call signs from 1 SOAOS. Use tactical call signs when talking to mission agencies. If scheduled to remain overnight, keep the 2-digit suffix for the entire mission and change the VCSL prefix daily (**Exception:** If a diplomatic clearance or ALTRV is utilized, maintain assigned VCSL.)

3.8.1. International flight plans are filed a minimum of 2-hours prior to proposed takeoff. When possible, a formal weather briefing should be requested at a minimum of 24-hours prior to scheduled departure.

3.8.2. International NOTAMs are obtained from the appropriate central NOTAM facility. Eglin AFB and Hurlburt Field do not maintain international NOTAMs but will retrieve them with prior notice. Refer to FLIP, General Planning Chapter 5 to obtain the central NOTAM facility serving the desired route and destination.

Chapter 4

RANGE OPERATIONS

4.1. Eglin AFB Range Complex. EAFBI 11-201 is the primary source for Eglin Range information. Pertinent data that is used daily by crews operating from Hurlburt Field has been extracted and added to this instruction. Crews must be familiar with these publications for safe and orderly conduct of their mission within the Eglin AFB complex.

4.2. Scheduling. Scheduled missions have priority over nonscheduled "real time" 1 SOW aircraft. Day of or airborne requests will be granted through coordination with the ICC to avoid conflict with scheduled missions. Contact *Archer Ops* on command post frequency for coordination.

4.3. Separation of Aircraft. Aircrews are responsible for the separation of aircraft operating under the same mission number. Aircrews are also responsible for the separation of aircraft participating in "shared airspace" missions (independent missions sharing airspace resources with another independent mission). Flight lead control shall be used. Separation between missions operating in adjacent airspace areas is achieved by aircrews remaining within their assigned mission airspace. Workload and equipment permitting, Eglin Mission Control shall assist aircrews in remaining within assigned mission airspace by providing boundary advisories whenever an aircraft is detected on a heading which will take it outside of assigned mission airspace: "(CALL SIGN) WORK (NORTH, SOUTH, EAST, OR WEST)."

4.3.1. Eglin Mission Control will also apply merging target procedures, workload and equipment permitting. Eglin Mission Control will:

4.3.1.1. Issue radar traffic information to aircraft whose targets appear likely to merge unless the aircraft are confirmed to be separated vertically by more than 500 feet.

4.3.1.2. Issue vectors/instructions to insure the primary targets of aircraft previously issued as traffic do not touch: "(CALL SIGN) WORK NORTH."

4.3.2. Every attempt will be made by the 1 SOAOS range scheduling office to procedurally de-conflict all 1 SOW range profiles by time, space, and/or altitude blocks. In the event that procedural de-confliction is not possible and real time radio controlled de-confliction is required, the following must occur:

4.3.2.1. All aircrew participating in shared airspace on the Eglin Range Complex who require real-time radio controlled de-confliction to ensure adequate separation between aircraft will obtain information from their squadron current operations on the agreed de-confliction measures, assets involved, and boundaries of the profiles. It is imperative that the aircrew clarify any information not easily understood in the shared airspace agreement.

4.3.2.2. 1 SOAOS will release a final range schedule detailing shared airspace requiring real-time radio controlled de-confliction no later than 1400L the day prior to the mission. At a minimum, the information will include the suggested de-confliction measures, assets involved, and, if requested, a pictorial depiction of the boundaries of the conflicting profiles. De-confliction procedures will be included in the final version of the daily range sheets.

4.3.2.3. Squadron current operations will review the suggested de-confliction measures, agree or disagree with the suggestion, and provide aircrews with the details of approved shared airspace agreements to include the agreed upon de-confliction measures, assets involved, and boundaries of the profiles.

4.3.2.4. Communications with a DZ/LZ controller or other shared airspace user must be established prior to entering the shared airspace profile boundaries. At a minimum, aircraft will avoid the conflicting profile by 1,000 feet until communication with a DZ/LZ controller or the conflicting aircraft(s) is established and conflicts are resolved.

4.3.2.5. Eglin Mission Control clearance into the range is NOT clearance to enter into a shared airspace agreement without DZ/LZ controller radio communications or direct communications with the conflicting aircraft, ground party, or user.

4.3.3. Aircrews will remain within their assigned airspace/profile. Crews operating under Eglin Mission Control in W-151C/D must be especially vigilant in ensuring they remain within their assigned airspace. Radar and radio limitations may preclude radar services when operating below 15,000 feet MSL in these areas.

4.3.4. When flying nonstandard formations under Eglin Approach Control, the last element will squawk mode 3, code 0200 and mode C.

4.3.5. Advise Eglin Mission Control 5-minutes prior to return to base when departing from any Eglin range, the H area, or D area.

4.4. Operations in Eglin Restricted and Warning Areas. Operations within the restricted/warning areas may be conducted in instrument meteorological conditions (IMC) or visual meteorological conditions (VMC). Aircraft may proceed to the areas under instrument flight rules (IFR) or visual flight rules (VFR). All flights in the Eglin complex will be conducted under IFR to the maximum extent possible.

4.4.1. Transit to and from the Eglin ranges must be accomplished with Eglin Mission Control. Clearance from Eglin Mission Control must be received prior to entering the restricted areas or ranges on assigned mission frequency. On initial contact, crew will relay mission number, position, area of operations, and activation of MOAs (if required). The Eglin Mission Control frequency will be monitored at all times when on the ranges.

4.4.2. Attempt contact with Eglin Approach on 281.45/125.1 when entering from the north. Approach will clear aircraft into the range and then hand off to Eglin Mission upon entry of the range.

4.4.3. The following common mission frequencies are always monitored: West range: 315.0/135.25; East range: 262.3/135.25; Water range: 290.9.

4.4.4. ERCF may clear nonparticipating IFR aircraft through unused portions of restricted/warning airspace. Vertical/lateral separation (1,000 feet and 3-5 miles, as appropriate) will be provided from mission activity. Nonparticipating VFR aircraft may be cleared through unused portions of restricted airspace at an altitude that will not interfere with the test or training mission. Mission activity will not be restricted or curtailed to accommodate nonparticipating aircraft.

4.5. Traffic in R2914A and R2915A.

4.5.1. AFSOC RPAs operate in the southwestern portion of R2915A, impacting operations on Range A-77 and Watering Head LZ. These flights will be coordinated through the 1 SOAOS range scheduling office, and identified on the 1 SOAOS range products by profile number R2915A.L123.

4.5.1.1. RPA missions will be conducted under shared airspace guidelines, and RPA controllers will maintain contact with Eglin Joint Test and Training Operations Control Center (JTTOCC, call sign "Wolf Call") on UHF 276.0 at all times. UAS controllers maintain responsibility for avoiding active A-77 profiles. 1 SOG crews planning to use R2915A will check 1 SOAOS range products for awareness of scheduled R2915A.L123 profiles.

4.5.1.2. R2915A.L123 Airspace description: beginning at 16R EU 14074 74638 to 16R EU 16607 73835 to 16R EU 14401 69060 to 16R EU 11387 69118 to 16R EU 11386 70534 to the beginning. The profile extends from the surface to 3,500 feet MSL. **Note:** This profile includes a 1,000-foot buffer from the highest RPA altitude of 2,500 feet MSL. UASs will operate (launch and recover) out of an open field on the southern edge of the profile airspace. UASs will operate in day or night VMC.

4.5.1.3. 1 SOG crews will check-in on 276.0 prior to entering the airspace defined in Paragraph 4.5.1.2 above. This check-in will be accomplished regardless of scheduled L123 profile. When L123 profile is active, crews will relay their intentions, to include estimated time within the profile. **Example:** "Raven 81/82 at or below 500 feet AGL, vicinity of Watering Head for 15 minutes, transit to A-77." Aircraft departing Watering Head after ground-lager will announce intentions on 276.0 prior to lift-off. All aircrews maintain responsibility for visual separation of aircraft at all times within mission airspace. See Attachment 5.

4.5.2. Choctaw Class D. AFSOC RPAs utilize Choctaw's Class D eastern ring surface to 1,500 feet MSL. If aircrews are operating west of R2915A, they must contact Choctaw tower, or make advisory calls when closed. **Note:** RPAs can only fly at night if Choctaw tower is open. During Class D operations, aircraft working Watering Head HLZ will not make patterns further west than the power lines paralleling Highway 87 and should remain at 300 feet AGL and below when operating outside of R2915A.

4.5.3. NAS Whiting aircraft conduct numerous VFR day and night training operations in Alert Area 292, the Crestview VORTAC (CEW), Bob Sikes airport and many of the outlying fields (OLF), surrounding R2915A (**Figure 4.1**). Because of the high potential for a mid-air collision in this area, aircraft will comply with the following restrictions. If mission requirements preclude complying with these restrictions, contact Eglin Approach or Mission (as applicable) for clearance.

4.5.3.1. Exercise extreme caution when flying in the vicinity of Holley OLF, Santa Rosa OLF, Choctaw OLF, Harold OLF, Interstate 10, and Sontay/B-6 DZ/LZ run-in and escape crossing into and out of R2915A. These areas are used extensively by Navy fixed and vertical-lift aircraft, both day and night. For de-confliction reporting purposes, aircrews will ensure they have the following points annotated on their charts:

HAROLD	N 30-40.786	W 086-52.925
BALDY	N 30-43.748	W 086-49.031
RANGER	N 30-46.846	W 086-46.939
RACETRACK	N 30-42.02	W 086-48.16

4.5.4. Exercise increased vigilance when using Sontay/B-6 due to increased NVG operations by Navy Whiting helicopter traffic crossing perpendicular to DZ/LZ run-in, Monday–Friday, 0700-2300L. Navy helicopter traffic transits from Whiting Field NAS and Harold NOLF along the northern edge of R2915A to an area around Bob Sikes Airport then return to base, reporting point RACETRACK (a tower along a power line slash), 8.5 NM west of Sontay run-in (See **Figure 4.2**).

4.5.4.1. All aircrews will monitor VHF 121.95 (Navy helicopter instructor common) while using Sontay/B-6 to deconflict and for position calls.

4.5.4.2. All aircrews, if able, will make a northbound or southbound call when passing the northern edge of R2915A around point RACETRACK. Navy helicopters should acknowledge any calls if they are working in the area, as well as pass a position report. When working at night, helicopters will have their position lights on, as well as their top and bottom strobe lights.

4.5.5. Navy "Orange" Route (**Figure 4.3**). Navy helicopter traffic fly the locally created "Orange" low-level route at 200 feet AGL and 90 knots. 1 SOW crews working around the Crestview VORTAC 300 feet AGL and below should exercise increased vigilance when north of, and inside, the Eglin A East and Eglin B MOAs.

Figure 4.1. USN Operating Areas.

Figure 4.2. Helo Traffic Route.

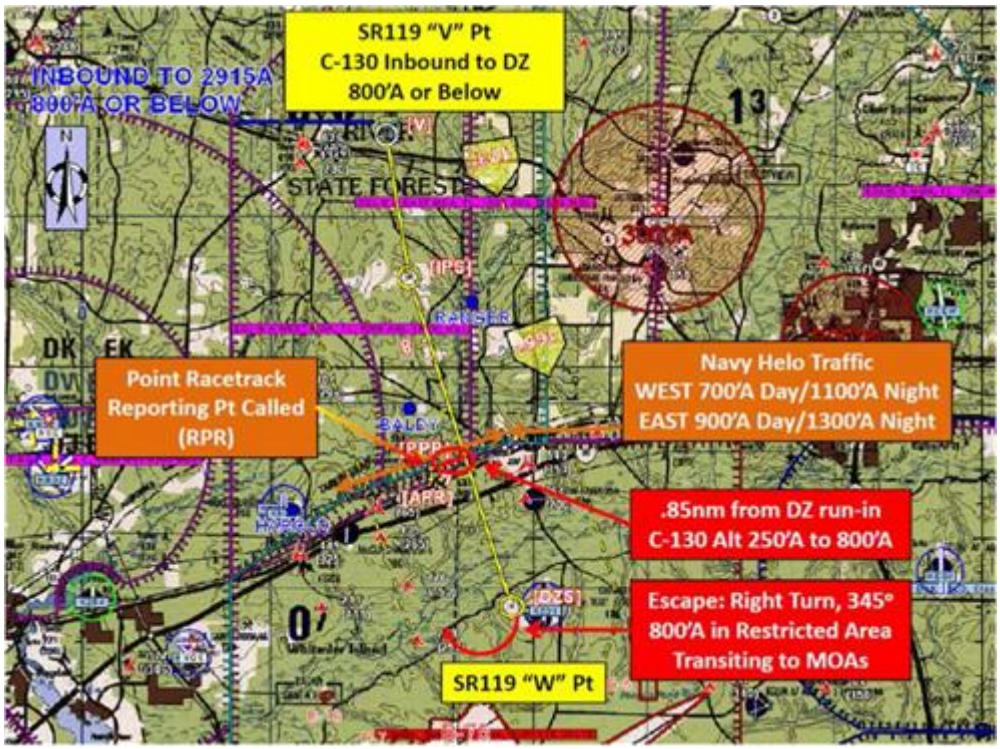


Figure 4.3. Navy Helo "Orange" Route.

4.5.6. Navy traffic transiting between Whiting Field, Harold NOLF and CEW from 300 feet to 1,500 feet AGL utilize the CEW 240 radial, Interstate 10 and the Blackwater River as navigational aids. Utilize extreme vigilance when crossing these routes.

4.5.7. Entering R2915A. From N31-05.00 to 10 NM north of R2915A, maintain 1,000 feet MSL or lower. From 10 NM north of R2915A to entry into the restricted area, maintain 800 feet AGL or lower. Be alert for Navy helicopter traffic from N31-05.00 to R2915A between point RANGER and NAS Whiting Field from 1,000 feet to 3,000 feet MSL.

4.5.8. Eglin MOAs north of R2914A and R2915A begin at 1,000 feet AGL, but may be activated as low as 200 feet AGL by NOTAM. When operating VFR north of either R2914A or R2915A, this NOTAM should be requested up to 1,000 feet MSL or higher, as required by the mission. (Refer to EAFBI 11-201 for information concerning Eglin MOAs, which can only be scheduled in conjunction with R2914A or R2915A for ingress/egress of the restricted areas.)

4.6. Hurlburt/Eglin Departures and Arrivals. Refer to HFI 13-201, EAFBI 11-201 and/or current FLIP for additional information.

4.6.1. Hurlburt/Eglin/Duke Departures. All planed low-level VFR aircraft northbound from CEW will depart at 3,000 feet MSL until 15 NM north of CEW (approximately N 31-05.00), at which point they may descend IAW the low-level route restrictions detailed in FLIP AP/1B. If mission requirements dictate lower altitudes on departure, fly a minimum of 3 miles east of the CEW VORTAC unless otherwise cleared by ATC. Avoid over-flying Bob Sikes airport below 2,000 feet AGL or 1 NM, and the city of Crestview below 3,000 feet MSL.

4.6.2. Hurlburt/Eglin/Duke "Tower-to-Tower" Operations. Hurlburt/Eglin/Duke tower-to-tower operations should only be utilized during VFR conditions. Climb out will be instructed by ATC. When mission requirements or tower instructions dictate transiting through the range, aircrew will have positive radio communications with Eglin Mission Control prior to departure to ensure aircraft deconfliction.

4.6.3. Hurlburt/Eglin/Duke Arrivals. All VFR aircraft southbound into CEW will maintain at least 3,500 feet from 15 NM north of CEW until cleared to descend by ATC. If mission requirements dictate lower altitudes on arrival, adhere to the avoidance restrictions listed in paragraph 4.6.1 above. Refer to EAFBI 11-201 for North-South Corridor restrictions.

4.7. Eglin Manned vs. Unmanned Ranges.

4.7.1. For unmanned test areas, the Joint Test and Training Operations Control Center (JTTOCC, call sign "Wolf Call") is the test area control authority. The JTTOCC monitors UHF 276.0 and FM 165.1875 to approve test area operations/ordnance delivery on unmanned test areas, and as a backup point of contact for manned test areas. **Note:** Aircrews will check in, obtain clearance, and check out with the JTTOCC, but will monitor their assigned mission frequency when working the unmanned test area(s).

4.7.2. For manned test areas, the Range Control Officer (e.g., "DARKIN") is responsible for the conduct and safety of ordnance delivery missions after obtaining assurance from the Test Area Controller that the gates are closed and the test area is clear of all personnel.u

4.8. Operating at Crestview Bob Sikes Airport. All aircraft operating VFR will perform left hand traffic patterns only. For noise abatement purposes, all aircraft will climb to 700 feet MSL on climb out before turning to reenter the traffic or radar pattern. This climb restriction applies to RWY 35 and RWY 17.

4.9. Airdrop/Airland Operations. Refer to primary sources (LZ/DZ survey, 1 SOW communication product, etc.) for complete information.

4.9.1. Field 1 (Wagner Airfield). Field 1 LZ is approved for runway 18/36 approaches and departures. Use easterly turnouts for multiple patterns at Field 1. Ensure that Eglin MOAs are activated before commencing IMC activities. FARP is authorized at Field 1.

4.9.2. B-6 (TAB 6, Auxiliary Field 6). B-6 includes Field 6, Silent Night (assault strip), and Sontay drop zone. Field 6 is approved for airdrop/airland (including FARP). 1 SOAOS coordinates with Eglin range scheduling for medical support personnel during actual personnel drops and for fire trucks during LZ work. Simultaneous use of Field 6 with A-77 or B-7 requires at least 1,000 feet altitude separation. If both the LZ and DZ are in use, the controller (e.g., ST CCT) will direct the aircrew to the proper frequency.

4.9.2.1. For multiple racetracks, right hand patterns will be flown remaining south of the IP and within 3 NM of DZ run-in course. Use caution when executing the right hand escape maneuver to avoid NAS Whiting Class B airspace. Avoid over-flight of the Ranger Camp.

4.9.2.2. IMC airdrops are authorized for MC-130 operations IAW weather minimums in AFI 13-217 AFSOC SUP. If authorized, IMC SCA operations can be to either RWY 18 or 36. The IMC SCA must be contained entirely in the restricted area. See AFI 11-2MDSV3 for waiver requirements. Ensure that the Eglin MOAs are activated for any mission activity during IMC conditions.

4.9.2.3. If an aircraft operating on Field 6 needs to transit the airspace near range B-7 for an emergency, call on guard frequency (243.0) “Range B-7, CEASE FIRE” and ensure aircraft exterior lights are on.

4.9.2.4. No later than 20 NM north of the restricted area, or when inbound for operations to Field 6, aircraft will call in the blind on 121.95 “(Call Sign) is XX NM north/south/east/west of Bear Lake for multiple run-ins at Field 6 at (altitude).” When complete with drops/landings a call in the blind on 121.95 will also be made. Navy traffic in the area should be monitoring this frequency.

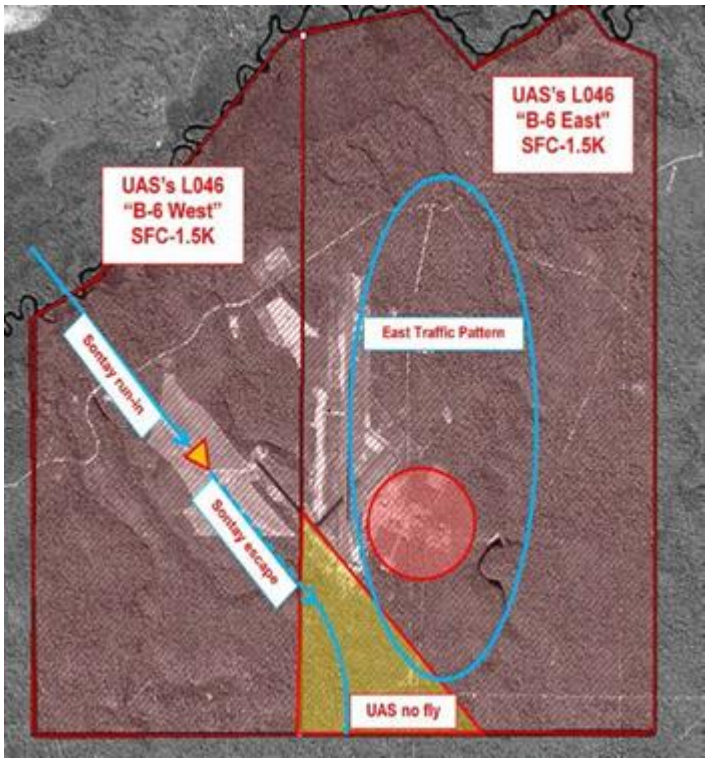
4.9.2.5. Ensure all aircraft lighting remains on. **Exception:** Anti-collision lights may be turned off after entering the restricted area if they distract from NVG landings.

4.9.2.6. Clearance to drop from the DZ party is mandatory. Clearance to drop may be conveyed by any appropriate means (e.g., ground beacon, DZ lighting, voice).

4.9.2.7. AFSOC UAS will remain west of the LZ (B-6 west profile) when 1 SOW is conducting landings on Field 6 and remain east of Sontay DZ (B-6 east profile) when 1 SOW is conducting equipment drops. If however, both the DZ and the LZ are being operated at the same time, AFSOC UAS must stand down NLT 45 minutes prior to aircraft’s arrival. The DZ/LZ controllers will ensure compliance. Any spill-outs across the east west boundary will require the UAS to announce position, altitude, direction of

travel and intentions on LZ/DZ frequency. The yellow shaded triangle in **Figure 4.4**. is a no-fly area for AFSOC UAS during manned aircraft operations at either Field 6 or Sontay DZ.

Figure 4.4. B-6 UAS Sectors/No-Fly.



4.9.3. B-12 (Epler Airfield, Auxiliary Field 7). Field 7 may be used by 1 SOW aircrews with approval from 1 SOAOS. The runway must be cleared of foreign objects prior to fixed wing airland operations. Approaches to both 18 and 36 are available. FARP is approved at Field 7. Simultaneous use of B-12 and B-7 or B-75 requires a 1 SOG shared airspace agreement between participants, accepted and posted by 1 SOAOS.

4.9.4. Field 10 (Choctaw OLF, Dillon Field, Auxiliary Field 10). Field 10 is authorized for use during special circumstances. It is located on the Eglin reservation, but is inside of Pensacola's airspace. Prior coordination with Navy Whiting and Pensacola by 1 SOAOS is required prior to performing any operations from Field 10.

4.9.5. Duke Field (Eglin Auxiliary Field 3). Refer to EAFBI 11-201 for Duke Field operations, and paragraph 1.6.

4.9.6. C-61A (Pino DZ). Pino DZ is approved for airdrop operations from the north or south. Accounting for traffic from Field 1, use easterly turns off the Pino DZ area during multiple patterns. IMC airdrops are authorized. Ensure that Eglin MOAs are activated before commencing IMC activities.

4.9.7. B-70 (Elizabeth and Eileen DZ). B-70 is approved for airdrop operations. Due to the close proximity of the other Eglin ranges, extreme vigilance is required on the escape

maneuver. Daily mission activity should dictate which area is the safest for accomplishment of multiple racetracks. IMC operations are approved. Ensure that Eglin MOAs are activated.

4.9.8. D-54 (Lance) Water DZ. D-54 is approved for airdrops of personnel and equipment. Maximum altitude is 3,000 feet MSL for the standard profile. DZ controllers should be in a safety boat with the appropriate medical support personnel. IMC airdrops are approved. Ensure that the Eglin MOAs are activated if approach is from the north.

4.9.9. AFSOC aircraft operating within the Eglin test range complex capable of only communicating within the civilian ATC frequency range (118.0-136.975 MHZ) are authorized to use the following frequencies to contact Eglin range mission and ground controlling agencies (e.g., CCT, contract controllers) for LZ and/or DZ operations. Field 1 primary 123.275 MHZ, secondary 123.475 MHZ or as directed by Eglin range control. Field 6 primary 123.375 MHZ, secondary 123.475 MHZ or as directed by Eglin range control. 1 SOAOS will coordinate and receive approval from Eglin range authorities for Eglin range mission, LZ and/or DZ operations using VHF frequencies listed above. 1 SOAOS will specify which frequencies will be used for Eglin range mission coordination and LZ/DZ operations on the daily range schedule.

4.10. AC-130 Operations.

4.10.1. Sensor Alignment.

4.10.1.1. For use of Hurlburt "H" area, file HRT 210/11 then direct HRT. Assigned altitudes will be as coordinated between pilot and ERCF. Restrictions may be imposed due to active mission airspace. Sensor aligning aircraft must remain within 2 NM of the Hurlburt alignment point when on the western side of the orbit. Offsets within the H area are only authorized to the east and south. If alignment is to be performed above 10,000 feet AGL, a temporary assigned airspace clearance will be given. The 2-mile restriction is removed if the A-78 profile is the standard profile from surface to 9,000 feet. The crew should request the radius of flight they will require to complete their alignment. Alignment point is N30-26.674 W086-41.369, 34' elevation.

4.10.1.2. Duke "D" area is available for AC-130 sensor alignment. Alignment point is N30-38.275 W086-31.572, 203' elevation.

4.10.1.3. The Eglin alignment point is N30-27.892 W086-31.133, 11' elevation.

4.10.1.4. A-77 alignment point is N30-29.825 W086-50.923, 150' elevation. Offset guidance checks may be accomplished using TT-8 at 181° for 1,000 meters.

4.10.2. The Eglin reservation contains both live- and dry-fire ranges for AC-130 operations. Live-fire ranges consist of land and water ranges. The uncontrolled land ranges authorized for gunship operations are A-77, A-78, and B-7. The controlled land range authorized for AC-130 use is C-52N. To ensure range safety, all uncontrolled ranges must be cleared visually by all available sensors, IAW paragraph 4.10.9 of this instruction (**Exception:** AC-130U IMC operations at approved IMC ranges). The 22 uncontrolled water ranges are located in W-151 (refer to paragraph 4.14).

4.10.2.1. All aircraft will remain within 2 NM of the applicable range.

4.10.2.2. If radio contact is lost after firing has commenced, aircraft on land ranges will cease fire and will not resume until communications are reestablished; aircraft on water

ranges may continue to fire until the expiration of their range time (**Exception:** If more than one aircraft is firing on the water range, and radio contact is lost with Eglin Mission, the aircraft that has lost contact will cease fire and will not resume firing until communications are reestablished.)

4.10.2.3. Weather for live-fire operations must be sufficient for crews to observe the target with a visual sensor until round impact. (**Exception:** AC-130U on approved IMC live-fire profile).

4.10.2.3.1. If operating on an IMC live-fire profile, and weather becomes VMC or partially VMC, clear targets and surrounding area radius by 500 meters (25mm, 40mm) and 650 meters (105mm) prior to firing on that target with a visual sensor.

4.10.2.4. If a fire starts during the live fire and does not burn itself out or is rapidly spreading, contact Jackson Guard through Eglin Mission for fire suppression. When able, relay to the ICC *Archer Ops* in order to facilitate notifications and rescheduling of follow-on training missions.

4.10.2.5. All guns will be safe and clear prior to departing any live fire range for another. The lead gunner will report all guns safe and clear directly to the aircraft commander on main interphone.

4.10.3. A-77 (**Figure A6.1**). No rounds will impact within 300 meters of the concrete bunker or 100 meters of the close quarter battle site (CQBS) at any time. When a ground party is on Range A-77, they will be in the northwest corner of the range (at the concrete bunker, CQBS, observation tower, MOUT site, or traveling along the MOUT site road, but no farther south than the bunker) during the gunship's initial tweak. No-fire headings will be used when required.

4.10.3.1. See paragraph 4.5.1 for AFSOC UAS operations affecting Range A-77.

4.10.3.2. See paragraph 4.13 for integrated urban joint close air support (IU/JCAS) site operations.

4.10.3.3. 1SOSS/OSJ has close-in target sets on A-77 comprised of vehicles located 300 meters southeast of the bunker. AC-130s will not engage these targets.

4.10.3.4. TT-19, Urban Concrete Target Array (UCTA) is due south of TT-15. The UCTA includes a simulated urban street with 3 man-sized steel targets, a simulated IED painted yellow, and a vehicle. Targets are approved for 40mm rounds and below and 105mm HE/HF. 105mm HE rounds are not authorized (see **Figure 4.5**).

4.10.3.5. An area designed for 40mm AP rounds is 80 meters southwest of the UCTA. This target set is comprised of tanks and APCs placed tightly together with the intent of providing adequate sensor returns for munitions without supplemental charges (e.g., inert and AP). 105mm rounds are not authorized on this target (see **Figure 4.5**).

4.10.4. A-78 (**Figure A6.3, A6.4**). No rounds will impact within 300 meters of the MOUT site and observation tower location at any time. When a ground party is on Range A-78, they will remain at or behind the observation tower location during the AC-130 initial tweak. No-fire headings will be used when required. AC-130 IMC firing is authorized only on targets visible from the tower or a ground observation point at or behind the tower location along the main road running from southeast to northwest. A sealand container located 900 meters

northwest of the tower location (16R EU 2041 7020) is designed to serve as a no-strike target. Crews will not fire directly on the container. Men-of-steel targets northwest of the building are valid targets and are

Figure 4.5. TT-19 (UCTA) and AP/Inert Target Sets.

4.10.5. A-77/A-78 IMC Operations. The following conditions and procedures will apply during IMC live-fire operations on A-77/A-78 using the AN/APQ-180 radar as the primary sensor. Do not fire off an INS as the primary sensor in IMC.

4.10.5.1. CONDITIONS: IMC live fires will be conducted only when a qualified ground party controls the range. The ground party will be responsible for visually clearing the impact area. Use trainable, fixed, or semi, either direct or in offset mode. PIPP will be used for the tweak and periodically to check system accuracy. The 25mm may be fired with the radar provided a radar/25mm tweak was live-fire checked in VMC. The GPS will be in the navigation solution with an INS. Valid radar-INS calibration values will be in the system for the INS being used by the radar (normally INS 1).

4.10.5.2. PROCEDURES: Perform sensor-sensor calibrations as required, and perform slaving checks of the radar to the INS. Confirm position over the range by independent means, e.g., TACAN or VOR/DME (not GPS/INS). Aircraft will not commence live-fire operations until authorized by the JTTOCC (Wolf Call). Once the ground party has visually cleared the range and has passed the status to the JTTOCC, the JTTOCC will clear the AC-130 hot. The ground party will then direct AC-130 live fires as required. Radio contact with the ground party and Eglin Mission must be maintained at all times. If radio contact is lost with either the ground party or Eglin Mission, CEASE-FIRE until radio contact is re-established. If Eglin Mission is not active (e.g., when Jacksonville Center controls the airspace), IMC firing is not authorized.

4.10.6. B-7 (**Figure A6.5**). Live fire is approved during VMC only. Crews will not do calls-for-fire or live-fire missions with actual ground parties. Prior to operating on B-7, call WOLFCALL to see if there are ground parties on B-75 and verify they remain east of Gate

87F/75Q, B-75 Center Line range road RR704 (16REU 18864 81009). If B-75 ground live-fire is active, aircraft will remain above the B-75 safety profile. Simultaneous use of B-12 and B-7 or B-75 requires a 1 SOG shared air agreement between participants, accepted and posted by 1 SOAOS. Simultaneous aircraft use of Field 6 or A-77 with B-7 requires at least 1,000 feet altitude separation and a common Eglin mission frequency. Live-fire operations on B-7 with air land/airdrop missions on Field 6 are authorized. If an aircraft operating on Field 6 has an emergency and needs to transit the airspace near B-7, it should call on guard frequency (243.0) "Range B-7, CEASE-FIRE" and ensure exterior lights are on. There are no restrictions for simultaneous aircraft use of B-7 and A-78.

Figure 4.6. B-7 Target Restriction.

4.10.6.1. The 14th Weapons Squadron, in coordination with Eglin range control, has placed controlled targets in the northeast corner of B-7, designated TT-3 (see **Figure 4.6**). These targets are used to model various AC-130 weapons effects in a controlled environment. Aircrews are restricted from shooting these targets without the approval of the 14 WPS. Aircrews will ensure that no weapons effects fall within the designated area.

4.10.7. C-52N (**Figure A6.6**). Initial clearance to fire on C-52N must be received from range control (DARKIN) and is valid only as long as the gunship remains on C-52N. Coordinate specific targets to be fired upon through DARKIN. Gunships are authorized to fire 25mm, 40mm, or 105mm on targets 1, 1a, 2, 6, 7, 8, 23, and 31. Firing on multiple targets is authorized, once cleared by DARKIN. AC-130 aircraft will not fire proximity-fuzed 105mm ammunition on range C-52N for training.

4.10.7.1. C-52N IMC Operations. The following conditions and procedures will apply when shooting IMC on C-52N with the AN/APQ-180 radar as the primary sensor. Do not fire off an INS as the primary sensor in IMC.

4.10.7.1.1. CONDITIONS: Use trainable, fixed or semi modes only, no offsets. PIPP will be used for the tweak and periodically to check system accuracy. The 25mm may be fired with the radar provided the radar-25mm tweak was live-fire checked in VMC. The GPS will be in the navigation solution with an INS. Valid radar-INS

calibration values will be in the system for the INS being used by the radar (normally INS 1).

4.10.7.1.2. PROCEDURES: Perform sensor-sensor calibrations as required, and perform slaving checks of the radar to the INS. Confirm position over the range by independent means, e.g., TACAN or VOR/DME (not GPS/INS). Notify range controller (DARKIN) that the aircraft will be conducting the live-fire "in" or "through" the weather. Aircraft will not commence live-fire operations until authorized by the on-site range controller. If Eglin Mission is not active (e.g., when Jacksonville Center controls the airspace), IMC firing is not authorized.

4.10.8. Range A-77, A-78, and B-7 de-confliction procedures. Aircrews will check the range schedule prior to departure to see if aircraft will be on other ranges during their range time.

4.10.8.1. When advised by ERCF that an aircraft is enroute to another range, cease fire until the other aircraft calls "Established over (range)." **Note:** Crews may continue firing if they determine the inbound aircraft is above their altitude, or the other aircraft's routing will keep them well clear of firing orbit.

4.10.8.2. If entering a range with an AC-130 in another range, establish contact with the other aircraft as soon as possible and notify them when established over assigned range.

4.10.8.3. For simultaneous use of ranges A-77 and A-78, aircraft must maintain 1,000 feet minimum vertical separation, radio contact between aircraft, and (for two AC-130s) a nominal turn radius less than 7,300 feet.

4.10.9. AC-130 A-77, A-78, and B-7 range clearing procedures. Use all available sensors. At least one visual sensor must be used for both initial range and continual impact area clearing (the pilot and the radar do not constitute "all available sensors"). For purposes of satisfying the continual impact clearing, A-77 MOUT and JCAS sites are considered part of the range. If a visual sensor is degraded and cannot shoot but still has a stable picture capable of range clearing, then the radar may be used for firing. The FCO will inform the pilot that the range is clear prior to the pilot calling for guns on the line.

4.10.10. Buddy Clearing. The purpose of buddy clearing is to increase training realism by allowing immediate "roll-in" shooting as well as saving time between range transitions. All other established range procedures must be followed.

4.10.10.1. The initial gunship (GS1) will clear the range using normal procedures. The relieving gunship (GS2) will contact Eglin Mission prior to entering the restricted area. Prior to range entry, GS2 will contact GS1 to ensure they are cold.

4.10.10.2. After coordination with Eglin mission and GS1, GS2 will roll-in over the range at least 1,000 feet below GS1. Prior to firing, GS2 will contact GS1 for confirmation that the range is clear. GS1 will respond with the following format: call-signs, range status, ground party/air asset status, and weapon status. For example, "Spooky 42, Spooky 45, A-77 is clear, there are no ground parties or other air assets, and we are cold." **Note:** If GS2 is only taking over the scheduled range (i.e., not doing a "roll-in" drill with a TOT), then GS2 can roll-in either 1,000 feet above or below GS1. GS1 does not need to go cold if GS2 if entering above. All other restrictions still apply.

4.10.10.3. GS2 will get clearance from the ground party (if one is present) prior to firing. Positive identification of the ground party's location, by GS2, is required prior to firing. When doing simultaneous live fires with other flying assets, GS2 will positively identify and be in radio contact with all other aircraft prior to firing. GS1 will remain overhead the range until GS2 is established. Unless this positive transfer of range control is accomplished, buddy clearing procedures cannot be used.

4.10.10.4. If GS2 is radar only, buddy clearing may be used with additional restrictions. GS1 must remain overhead for GS2's entire live fire. The target to be used will be coordinated prior to firing, for example, "Spooky 41, Spooky 42 will be firing on the tail of the nine." Constant radio contact will be maintained between gunships, preferably on Gunship common. Cease fire if radio contact is lost.

4.11. Simultaneous AC-130, Vertical-lift, and/or Ground Live Fire. For simultaneous live-fire operations, a face to-face aircrew and/or planner brief will be conducted to deconflict routes of flight and target selection.

4.11.1. AC-130s will not operate lower than 6,000 feet AGL when working with vertical-lift firing 30mm, .50 cal, or 2.75" rockets (based on a 5,000 feet AGL danger area and a minimum of 1,000 feet altitude separation from the highest known trajectory). When working with vertical lift using 7.62mm only, AC-130s will not operate lower than 4,000 feet AGL due to the 3,000 feet AGL danger area.

4.11.2. For simultaneous CV-22 and ground live-fire on A-77 and A-78, CV-22s will laterally avoid the ground small arms safety profile of the other range.

4.12. Vertical-lift Aircraft Operations. These procedures apply to 1 SOG assigned and visiting unit vertical-lift aircraft. Transit to and from the range complex must be accomplished with Eglin Mission. Contact Eglin Mission 5-minutes prior to entering the range complex. On initial contact relay position, intended range, and mission number. When departing Hurlburt directly to a range, pass information to Hurlburt tower for coordination.

4.12.1. All ranges must be visually cleared before firing. Aircrew will de-conflict with ground party prior to any live fire where ground forces are present.

4.12.2. A-77. No firing at targets within 25 meters of the bunker or at targets within 100 meters of the Close Quarters Battle Site. The 7.62mm has an unrestricted firing fan. The .50 cal firing fan is 250 to 030 degrees and 070 to 210 degrees. Flight profiles below 100 feet AGL over the impact area are not authorized due to unexploded ordnance.

4.12.3. A-78. No firing at targets within 100 meters of any MOUT site structure. Target sets TT-11 and TT-12 are restricted to ground fired munitions only. The 7.62mm has an unrestricted firing fan. The .50 cal firing fan is 250 to 320 degrees. Flight profiles below 100 feet AGL over the impact area are not authorized due to unexploded ordnance.

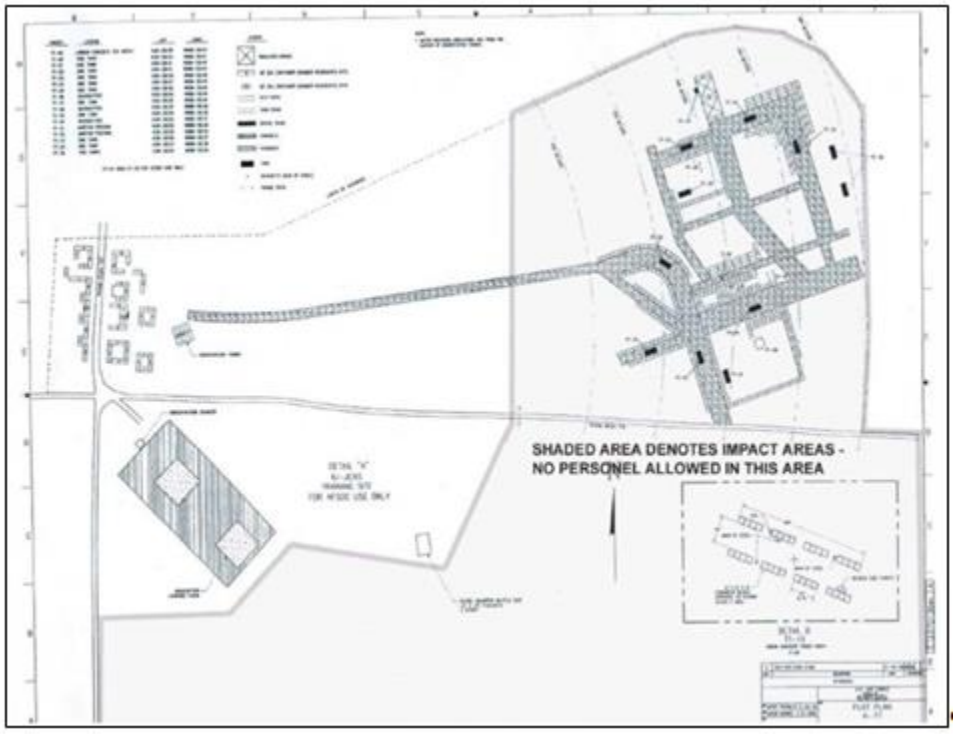
4.12.4. C-52N. Initial clearance to fire on C-52N must be received from range control (DARKIN). Clear the range and notify DARKIN the range is clear before firing. The 7.62 mm has an unrestricted firing fan. The .50 cal firing fan is 070 to 120 degrees and 240 to 280 degrees (or as directed by DARKIN).

4.12.5. If a fire starts during the live fire and does not burn itself out or is rapidly spreading, contact Jackson Guard through Eglin Mission for fire suppression. When able, relay to the

ICC *Archer Ops* in order to facilitate notifications and rescheduling of follow-on training missions.

4.13. A-77 Integrated Urban/Joint Close Air Support Site Operations. Range A-77 includes an integrated urban joint close air support (IU/JCAS) site and paved helo-landing zone (HLZ) (see **Figure 4.7**). The urban JCAS site is comprised of the observation tower, the urban JCAS impact area, and the MOUT site.

Figure 4.7. A-77 Integrated Urban/Joint Close Air Support Site.

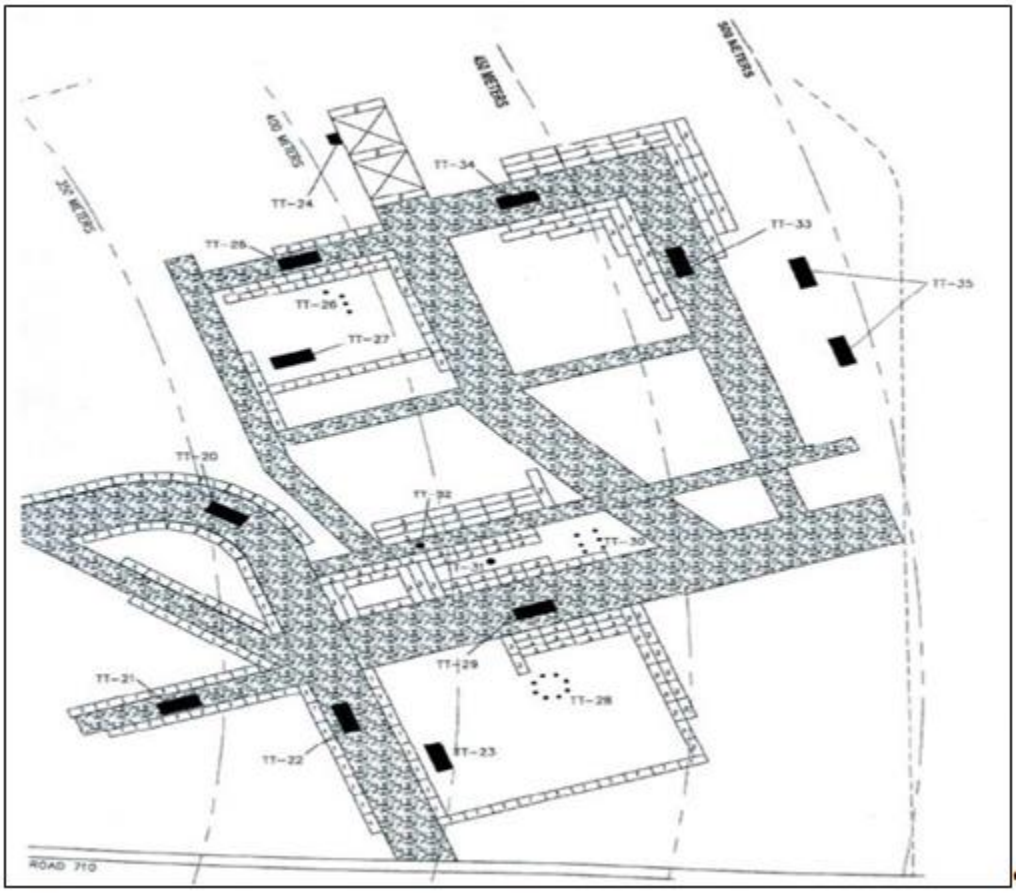


4.13.1. Observation Tower. The observation tower is located immediately east of the MOUT site and is a five-story building with observation decks on the second and fourth floors. The observation tower will not be used as a live fire target and is primarily used for calls-for-fire training on the urban JCAS site and A-77 proper. Small arms live fire operations are authorized from the observation tower to A-77 proper only and not the urban JCAS impact area.

4.13.2. Urban JCAS Impact Area (**Figure 4.8**). This site is constructed of sealand containers to simulate an urban canyon environment. Users of this impact area must request approval by HQ AFSOC/A3AR (884-3291/8538) and schedule it through 1 SOAOS. When authorized to use the Urban JCAS impact area, 1 SOAOS will indicate "IU/JCAS" on the daily range schedule. Ground units will at no time conduct ground maneuvers or vehicle operations in the impact area, and must remain west of the 100 meter gate located on range road 710 during all ground movements.

4.13.2.1. When conducting operations on the urban JCAS impact area, the aircrew will clear both A-77 and the urban JCAS impact areas by all means available prior to any live fire. If using A-77 only, aircrews do not need to clear the urban JCAS impact area.

Figure 4.8. IU/JCAS Impact Area.



4.13.2.2. Authorized IU/JCAS munitions are per **Table 4.1**. The sealand containers are not targets and aircrews will make every effort to limit damage to the buildings. AC-130 weapons will be tweaked prior to using the urban JCAS impact area. The AC-130U strike radar is not authorized for live-fire missions on the urban JCAS impact area. Aircrews will use peacetime training restrictions and no-fire headings as required. Units live firing on the JCAS impact area will annotate the following information on the post-mission report:

4.13.2.2.1. Number of rounds/type expended and on which target (e.g., "TT-29").
4.13.2.2.2. Type of dud munition and location, if any (e.g., "10m north of TT-18").
4.13.2.2.3. Any significant damage to sealand containers.

4.13.3. MOUT site. Live-fire operations are not authorized in this area. Joint operations with aircraft and ground forces in this area will consist of dry-fire operations only.

4.13.4. Improved HLZ can accommodate two CV-22 aircraft. Aircraft will land in the center of the paved cement areas. The HLZ survey with specific dimensions can be found on the 1 SOG/OGK SharePoint.

4.13.4.1. Vertical-lift aircraft live-fire operations (ground, hovering, or strafing) are not authorized on or over the HLZ. Joint operations with aircraft and ground forces in this area will consist of dry-fire operations only.

Table 4.1. IU/JCAS Authorized Munitions.

Ammunition	Target(s)	Attack Headings	No Fires	Notes
7.62mm (Airborne)	TT-20, 21, 22, 23, 35	360 – 200 deg	201-359 deg	Vertical lift
7.62mm (Ground)	All	From immediately around/on the Observation Tower		7.62 and below allowed
.50 Cal (Airborne)	No IU/JCAS targets (A-77 targets only)			
.50 Cal Sniper Rifle (Ground)	All targets (TT-20 through TT-35)	From immediately around/on the Observation Tower		Ground Teams
20mm TP	TT-29	075 +/- 10		F-18
20mm TP	TT-35	360 – 200 deg	201-359 deg	F-18
25mm TP	TT-35	N/A	Standard no-fire headings	AC-130
30mm TP	TT-35	360 – 200 deg	201-359 deg	A-10
40mm HEI/API	All targets (TT-20 through TT-35)	N/A	Standard no-fire headings	AC-130
105mm TP	TT-35 and TT-33	N/A	Standard no-fire headings	AC-130
BDU-33	TT-20, 21, 22, 23, 29, 35	360 – 200 deg	201-359 deg	A-10, F-18

4.14. W-151 Range Clearing and Live-Fire Procedures. All AFSOC crews utilizing the Eglin Gulf Test and Training Range (EGTTR) for live-fire operations will carry a copy of the current Letter of Authorization (LOA) and will comply with all operating restrictions directed therein. Each aircrew must review the LOA procedures in their entirety and complete the Marine Mammal Species Observation training module located at the AFSOC Aircrew Training website prior to utilizing the range.

4.14.1. Contact Eglin Mission before entering airspace. If radio contact is lost after firing has commenced, aircraft on water ranges may continue to fire until the expiration of their range time. **Exception:** If more than one aircraft is firing on the water range, and radio contact is lost with Eglin Mission, the aircraft that has lost contact will cease fire and will not resume firing until communications are reestablished. Prior to entering W-151 for live fire operations, crews will inform *Archer Ops* if they plan on using the MK 25 marking flare. *Archer* will in turn notify Destin Coast Guard (244-7147).

4.14.2. Water Range De-confliction. When multiple gunships are on the water range, crews will maintain a minimum of 1,000 feet vertical separation (final firing altitude) and 5 NM lateral separation between aircraft, and will monitor the common mission frequency. When vertical-lift aircraft and gunships are on the water range, crews will maintain a minimum of

1,000 feet vertical separation and 3 NM lateral separation between aircraft, and will monitor the common mission frequency.

4.14.3. Crews will locate a suitable firing site immediately after exiting U.S. territorial waters (12 NM), but no further south than necessary. Do not fire on the shoreline ranges. Prior to each firing event, the crew will conduct a visual and/or sensor search (as applicable) of the prospective target area to locate any marine mammals. If any marine life is detected, either during initial clearance or after commencement of live fire, the mission will be immediately terminated, suspended, or relocated until the marine mammals have left the area. If the crew relocates to a different area or live fire is paused for more than 10 minutes, range clearing procedures will be repeated.

4.14.3.1. AC-130 Procedures. Firing locations, altitudes, weather minimums, day/night ammunition usage limits, and clearing procedures in the current LOA must be followed. Also refer to paragraph 4.10.2.

4.14.3.1.1. If the LOA guidance is expired or rescinded, crews must receive approval to fire on the EGTTR. Lacking LOA guidance, the weather must be sufficient to maintain a 5 NM clearance around the target area. AC-130s will conduct a visual and/or sensor survey of a 5 NM wide prospective target area to locate any marine mammals that may be present using at least two complete orbits at approximately 6,000 feet. Once clear, the AC-130 may climb to employment altitude. The crew will continuously scan the sea surface within the aircraft's orbit for any presence of marine mammals. Smallest caliber munitions should be fired first (e.g., fire 25mm before 40mm). Post live-fire survey should occur at 6,000 feet for two orbits.

4.14.3.2. CV-22 Procedures. Firing locations, altitudes, weather minimums, and clearing procedures in the current LOA must be followed.

4.14.3.2.1. Lacking CV-22 specific LOA guidance, crews will maintain VFR cloud clearances and a minimum of 100 feet above water height at all times. The weather must be sufficient to maintain a 3 NM clearance around the target area. Live fire will be conducted only when sea surface conditions do not exceed Beaufort sea state 4 (wind speed 16 knots, wave height 3 feet, fairly frequent white caps). Crews will conduct a visual survey of the 3 NM wide prospective target area a maximum altitude of 1,000 feet to ensure the area is clear of protected species and indicators before live-fire begins. Pre and post live-fire clearing searches should take 5 minutes to accomplish.

4.14.4. After live-fire operations, the crew will scan the target area utilizing all available visual scanners and operable sensors for any injured or dead marine mammals. Aircrews will complete the protected species observer report after every flight that utilizes the EGTTR. Completed forms will be submitted to Eglin Natural Resources using the contact information on the form.

Chapter 5

GENERAL LOW LEVEL AND LATN OPERATIONS

5.1. General Low-Level Route Procedures. All aircrew will check FLIP section AP/1B to identify published low-level routes that conflict with proposed routes. IR/VR/SR routes that cross any planned low-level are areas with a significantly higher potential for mid-air collisions. Aircrews will ensure that areas where IR/VR/SR cross any planned low-level route of flight are annotated on a low-level chart for deconfliction.

5.1.1. Low-level Noise Abatement. Aircraft flying LATN or published routes should vary their course line within the published corridor, and will avoid populated areas to the maximum extent possible. Aircrews will be especially diligent in avoiding built up areas and must adhere to avoidance restrictions published in AFI 11-202V3, DoD FLIP, NOTAMs, and all USAF and/or FAA publications. See also paragraph 3.3.

5.1.2. 1 SOG/OGV Manual Chum and Noise Abatement Draw File. Flying units are directed to download and use PFPS noise abatement draw files made available by 1 SOG/OGV via SharePoint. Notification of newly published noise abatement areas and draw files will be via FCIF. Upon request 1 SOG/OGV will send PFPS noise abatement draw files electronically to non-1 SOW units that are scheduled to fly in the local area or LATN. Squadrons are directed to provide manual CHUM and/or avoidance locations to OGV for inclusion into the draw file. Aircraft flying low over noise sensitive areas may be reported to leadership via 1 SOW/PA, to the 1 SOAOS, and the Wing Installation Control Center (ICC).

5.2. Basic Low Altitude Tactical Navigation (LATN) Area Procedures and Restrictions. The 1 SOW LATN area is an environmentally assessed flying area for low-level operations. 1 SOSS/OSA Airspace Management maintains a copy of the assessment. The boundaries of the LATN, as well as no-fly metropolitan areas within the LATN, are defined in Attachment 2. Random low-level training routes are authorized, but must follow restrictions in paragraph 5.3.

5.2.1. All aircrew will coordinate with 1 SOAOS Range Scheduling Office to obtain the schedule for flights in the LATN area and/or on published military training routes. Aircrew will confirm the schedule the day of execution to finalize deconfliction using the final range schedule.

5.2.2. Aircrew will check FLIP section AP/1B to confirm nuclear power plants inside the LATN area/along their proposed route and avoid them by 5 NM. These locations are included in 1 SOG/OGV manual chum and noise abatement draw file.

5.2.3. LATN missions will not be flown through Class B, C, or D airspace. Crews will avoid uncontrolled airfields by 3 NM, and controlled airfields by 5 NM to the maximum extent possible. LATN missions will not fly within 3 NM of prohibited airspace unless approved by the airspace controlling agency. Aircrew will comply with all restrictions published in AFI 11-202V3, DoD FLIP, NOTAMs, and all USAF and/or FAA publications.

5.2.4. Low-level operations will not be flown in areas of known or forecast severe turbulence. Crews will cease low-level operations when winds exceed 40 knots in

mountainous terrain. If turbulence is expected, have the thunderstorm penetration airspeed posted on the TOLD card for ready reference

5.3. Non-published Routes. A non-published low-level route will not be flown prior to the route being drawn on a 1:500,000 or larger (e.g., 1:250,000) scale chart. The route must be checked and charts created using current PFPS VVOD, DAFIF, and 1 SOG/OGV manual chum and noise abatement draw file. All low-level routes will be flown at 500 feet AGL or higher until a survey is conducted. Perform survey flights at minimum VFR altitude during daylight conditions. At least one crewmember should devote their full attention to visually identifying obstacles, chart errors, and noise/game/populace avoidance areas. Surveys will be re-accomplished at a minimum every 12 months. Fixed wing and vertical-lift aircraft will survey routes in accordance with MDS-specific Vol 3 requirements, as applicable.

5.4. Traffic De-confliction and Radio Procedures. Position reports will be made IAW paragraph 5.4.7 and FLIP AP/1B. Prior to flight, a crewmember will review the daily range schedule and brief their crew of other aircraft operating in the LATN area with profiles/call signs.

5.4.1. Upon review of the range schedule, aircrew will coordinate with other aircrew utilizing SR-119 and/or the LATN area. Crews will exchange detailed low-level flight plans, including ETAs, to increase situational awareness and improve deconfliction. Any changes in low-level routing and/or ETAs will be passed between the crews as soon as possible. If required, crews will pass changes through the ICC *Archer Ops* to relay to airborne aircraft.

5.4.2. All aircraft will maintain a listening watch on Flight Service Station (FSS) 255.4/122.2. While on SR-119, all aircraft will make a mandatory position reports at points CEW, B, D, F, I, K, M, Q and R.

5.4.3. 1 SOG aircraft will maintain radio communications with appropriate controlling agency (ERCF, Eglin Tower or Duke Tower), if possible, when performing landing or approaches at other than controlled airports. Position and status shall be reported every 30 minutes to make sure assistance can be requested, if necessary.

5.4.4. When operating in multi-ship elements, relay all deviations from planned flight plan to the Air Mission Commander (AMC). The AMC will relay this information to aircraft which present a potential conflict. If unable to contact the AMC, ensure line-of-sight communication is established with other known traffic.

5.4.5. When operating single ship (in either the local training area or on/off-station multi-aircraft exercises), relay all deviations from planned flight on FSS (primary) and fixed-wing/vertical-lift/tilt-rotor aircraft common (secondary). In addition, advise the C2 element when applicable.

5.4.6. If all aircraft are unable to monitor FSS when operating low-level in formation, the formation lead will assign one member of the formation/element (as appropriate) to monitor FSS. The formation lead is responsible for relaying information to the FSS monitor if a mission frequency will be unmonitored.

5.4.7. The following format will be used when making position reports on low-level routes:

5.4.7.1. Position and time

5.4.7.2. Name of low-level route

5.4.7.3. Direction of flight

5.4.7.4. Name and ETA of next turn-point

5.4.8. A crewmember will react to position reports received by comparing points/ETAs with the area route overlay for potential conflicts. A conflict exists when ETAs are within 30 seconds of each other. Aircrew will deconflict by a minimum of 500 foot separation.

5.4.9. Mid-Air Collision Avoidance, Vicinity of Navy Outlying Fields (NOLF). 1 SOG aircraft will tune 121.95 VHF (Navy helicopter common) prior to flight in or below the Eglin west MOA or in the vicinity of any non-tower controlled USN OLFs. 1 SOG aircraft will make UNICOM type traffic calls stating position, altitude, and intentions. Non-tower controlled NOLFs will normally be avoided by 1 NM. Periodic calls will be made as the aircraft approaches and departs NOLF areas and East Bay/Yellow River areas. Review the coordinates of NOLF Santa Rosa, Holley and Harold and insure proper radio terminology is used when making deconfliction calls. Contact with Choctaw Tower (380.80) is mandatory when working LZs below their airspace. Maximum mid-air avoidance vigilance will be used in this congested area. If flight within 1 mile of the following non-tower NOLFs is required, contact their fire department crash crews for traffic information: NOLF Harold 237.9 (0800-1700), NOLF Santa Rosa 361.1(0800-2330). Be aware that low-level helicopter training takes place surface to 500 feet along the Yellow River and over East Bay.

5.4.10. Mid-Air Collision Avoidance, Vicinity of Central Corridor Landing Zones. 1 SOG aircraft will tune to vertical-lift aircraft common during flights transitioning through, or operating in, central corridor landing zones. 1 SOG aircraft will make a UNICOM type traffic calls stating position, altitude, and intentions. Periodic calls will be made as aircraft approach and depart landing zones and upon entering or exiting the central corridor. Contact with Duke Tower is mandatory when working landing zones within their airspace. Maximum mid-air avoidance vigilance will be used in this congested area.

Chapter 6

EMERGENCY / SAFETY PROCEDURES

6.1. Aircraft Emergencies. Specific guidance for every eventuality during an emergency cannot be provided. Individuals must use sound judgment to supplement this guidance.

6.1.1. No aircraft shall taxi onto the runway, be allowed to land or be cleared for takeoff after an inbound emergency aircraft to that runway is within 5 flying-track miles for slow moving aircraft and 10 miles for fighter aircraft. When an emergency is declared, provide ATC the following information (time permitting):

6.1.1.1. Call sign (identification)

6.1.1.2. Type aircraft and position

6.1.1.3. Nature of emergency

6.1.1.4. Number of personnel on board

6.1.1.5. Fuel in time remaining.

6.1.1.6. Intentions

6.1.1.7. Ordnance type and number/NEWQD

6.2. Hot Brakes. Aircraft having hot brakes after landing or aborting takeoff will notify the tower of hot brakes and parking intentions. Refer to HFI 13-201 for hot-brake parking locations on Hurlburt and EAFBI 11-201 for locations on Eglin AFB and Duke Field.

6.3. Lightning Restrictions. The Operational Weather Station (OWS) will issue a Lightning Watch 30 minutes prior to thunderstorms being within a 5 NM radius of the center of the runway. The Base Weather Station (BWS) will issue a Lightning Warning whenever lightning is occurring within 5 NM radius of the center of the runway. Upon receiving a "Thunderstorms within 10 NM" advisory or a Lightning Watch, certain in-progress activities may continue, however, all personnel must prepare to terminate activities immediately in the event of a Lightning Warning. When a Lightning Warning is issued, personnel will cease all outside/flight line activities and seek shelter. Unless an immediate takeoff is a safer course of action, aircraft ready for taxi or taxing aircraft will return to parking. These procedures also apply if lightning is observed within the immediate vicinity without an official lightning warning from the BWS (IAW AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*).

6.3.1. Munitions loading will not be initiated unless it can be completed before lightning will become a hazard. If munitions loading has begun and lightning becomes a hazard, the crew will cease loading and depart the flight line/hot cargo. Ensure the ICC notifies security police that there will be an unattended aircraft with munitions. Unless immediate takeoff is a safer course of action, any taxiing aircraft with 195lbs NEWQD of HC/D 1.2.2 or less may taxi back to approved west ramp parking locations (IAW HFI 13-201). Aircraft with more than 195lbs NEWQD of HC/D 1.2.2 on board, or any HC/D 1.1 (e.g., 105mm HE or HE/HF), will return to hot cargo if lightning is declared within 5 NM.

6.3.2. Aircraft taxiing to parking or hot cargo under a Lightning Warning should not expect a marshaller. The aircrew will hold in place, or proceed into parking if clearance is assured.

The aircrew may seek shelter, but should remain in the aircraft if it is the safer course of action. Time permitting, coordinate with Base Operations if the aircraft will be parked in any location other than one assigned by the MOC through the ICC.

6.4. Aircraft Abandonment. The following procedures shall be used when an aircraft can be flown and abandoned under controlled conditions to reduce the possibility of aircraft crashing into a populated area in the Eglin complex after abandonment:

6.4.1. Notify applicable control agencies of intentions to abandon aircraft.

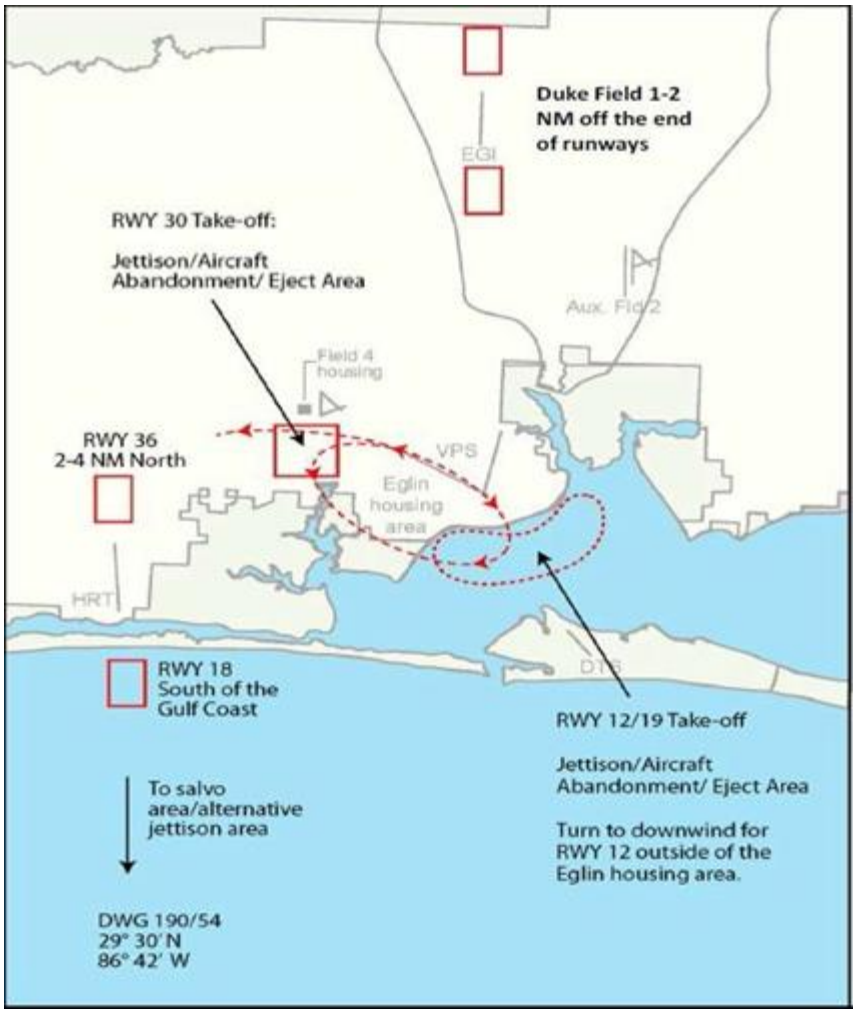
6.4.2. Bailout over land or water ranges.

6.4.3. Aircraft commanders may bailout crewmembers at any suitable pre-designated area prior to initiating the procedures outlined in this paragraph.

6.4.4. The ERCF shall radar-monitor the operation to the extent possible, and furnish the probable impact point of aircraft and crew members to Base Operations.

6.4.5. The areas shown in **Figure 6.1** should be used if possible when bailing out from an aircraft in the traffic pattern. These areas avoid populated areas.

Figure 6.1. Emergency Jettison/Bailout Areas.



6.5. MC-130 Refueling Hose Jettison Procedures. MC-130 aircraft with a hung refueling hose shall jettison over the following ranges: Sontay DZ (R2915A CEW 218/12), Pino DZ (R2914A CEW 120/17), any range not active, or Eglin water range.

6.5.1. If a hose fails to cut, avoid populated areas and advise Eglin Approach Control if a road should be closed for the approach; make an approach to one of the following:

6.5.1.1. Eglin AFB: Runway 01, Runway 12, or Runway 30

6.5.1.2. Duke Field: Runway 18 or 36

6.5.1.3. Hurlburt Field: Runway 18 only

6.6. AC-130 Round Jettison Procedures. Round jettison will be over the range in use (primary) or any other suitable land range (alternate), or the Eglin offshore salvo area (DWG 190/50) (tertiary). In an emergency, jettison the round over an uninhabited area, note the location, and notify Eglin Mission Control and 1 SOW ICC following the procedures for an off range expenditure. Comply with 11-2MDSV3 specific procedures, if applicable, to descend from firing altitude to jettison altitude.

6.6.1. All jettisoned rounds will be reported to the Munitions Flight and listed on the post-mission report in order to correctly account for the munitions.

6.6.2. On water ranges, the normal firing orbit/altitude may be used for round jettison. The crew will ensure the surface is clear of vessels by at least 5 NM prior to initiating round jettison procedures.

6.6.3. Round Jettison with Ground Parties. Round jettison procedures will not be performed until all ground parties have departed the applicable impact and safety areas. The crew will visually confirm the position of the ground party (if in VMC) prior to initiating round jettison procedures. Ground parties may return to the range after completion of round jettison procedures

6.6.3.1. A-77. All ground parties will depart the range to the north and report when established at the four-way intersection north of the range (16R EU 1451 7582) prior to the crew initiating round jettison procedures.

6.6.3.2. A-78. All ground parties will depart the range to the southeast and report when established at the three-way intersection southeast of the range (16R EU 2190 6667) prior to the crew initiating round jettison procedures.

6.6.4. IMC Round Jettison. For round jettison in IMC, follow applicable VMC procedures. If circumstances preclude following VMC procedures (i.e. extended time in IMC prior to extraction without the capability to clear the range), crews may accomplish IMC round jettison over the Eglin offshore salvo area. If VMC is attained during round jettison procedures, attempt to visually clear the jettison area prior to jettisoning the round.

6.6.5. AC-130U Round Jettison Procedures.

6.6.5.1. A-77/A-78. Fly an orbit around the southeast corner of the range at 3,000 feet AGL, 158 KTAS, and 35 degrees of bank. Complete emergency procedures up to, but not including, extracting the round. Once ready to extract the round, begin a descending 40-second countdown (in 5-second increments) when the aircraft heading passes 065 degrees with the intent to jettison the round at the end of the 40-second countdown. The aircraft

heading should be 235 degrees; jettison should occur between 270 and 200 degrees. The crewmember jettisoning the round will call "ROUND AWAY" and the crew will mark the aircraft position. If the round cannot be extracted within 15 seconds past the end of the countdown, continue the orbit and attempt once more before recovering with a hot gun. At no time will an extracted round be retained in the aircraft for another orbit. A visual sensor should track the jettisoned round until impact and target store the impact point.

6.6.5.2. B-7. Before performing a round jettison on B-7, use at least one visual sensor to ensure the western half of B-75 is clear of personnel. Any other personnel should remain east of gate 87F/75Q, center line range road RR704 (16REU 18864 81009) and verified with WOLFCALL. Aircraft will not descend below 4,000 feet AGL before all B-75 live-fire operations have ceased. Fly an orbit around the northeast corner of the range at 3,000 feet AGL, 158 KTAS, and 30 degrees of bank. Complete emergency procedures up to, but not including, extracting the round. Once ready to extract the round, begin a descending 40-second countdown (in 5-second increments) when the aircraft heading passes 200 degrees with the intent to jettison the round at the end of the 40-second countdown. Aircraft heading should be 040 degrees; jettison should occur between 070 and 010 degrees. The crewmember jettisoning the round will call "ROUND AWAY" and the crew will mark the aircraft position. If the round cannot be extracted within 15 seconds past the end of the countdown, continue the orbit and attempt once more before recovering with a hot gun. At no time will an extracted round be retained in the aircraft for another orbit. A visual sensor should track the jettisoned round until impact and target store the impact point.

6.6.5.3. C-52N. Fly an orbit around target 8 (cat eye) at 3,000 feet AGL, 158 KTAS, and 35 degrees of bank. Complete emergency procedures up to, but not including, extracting the round. Once ready to extract the round, begin a descending 40-second countdown (in 5-second increments) when the aircraft heading passes 290 degrees with the intent to jettison the round at the end of the 40-second countdown. Aircraft heading should be 100 degrees; jettison should occur between 135 and 065 degrees. The crewmember jettisoning the round will call "ROUND AWAY" and the crew will mark the aircraft position. If the round cannot be extracted within 15 seconds past the end of the countdown, continue the orbit and attempt once more before recovering with a hot gun. At no time will an extracted round be retained in the aircraft for another orbit. A visual sensor should track the jettisoned round until impact and target store the impact point.

6.6.5.4. W-151. Fly an orbit around the last target location. Complete emergency procedures up to, but not including, extracting the round. Ensure the surface is clear of vessels by at least 5 NM. Once ready to extract the round, begin a descending 40-second countdown (in 5-second increments) with the intent to jettison the round at the end of the 40-second countdown. The crewmember jettisoning the round will call "ROUND AWAY" and the crew will mark the aircraft position. If the round cannot be extracted within 15 seconds past the end of the countdown, continue the orbit and attempt once more before recovering with a hot gun. At no time will an extracted round be retained in the aircraft for another orbit. A visual sensor should track the jettisoned round until impact and target store the impact point.

6.6.6. AC-130W Round Jettison Procedures. (Reserved)

6.6.7. AC-130J Round Jettison Procedures. (Reserved)

6.7. AC-130 Hot Gun / Jammed Gun Procedures. These procedures will be used any time a gun contains a round that cannot be removed in flight.

6.7.1. Hot Gun. If the lead gun determines that there is a probability of an inadvertent firing, the live fire will be terminated and the following guidelines apply:

6.7.1.1. Notify Eglin Mission and 1 SOW ICC of the hot gun condition and declare an emergency. Request the ICC initiate the hot gun checklist. Request the ICC notify maintenance and EOD to meet the aircraft.

6.7.1.2. Return to Hurlburt using hot gun routing (Attachment 4) and avoid bringing the guns to bear on any populated areas.

6.7.1.3. Descend to traffic pattern altitude prior to leaving A-77, A-78 or B-7. If recovering from C-52N, depart 2,500 feet MSL and maintain this altitude until passing Brooks Bridge before descending to traffic pattern altitude.

6.7.1.4. IFR Hot Gun Recovery Routes:

6.7.1.4.1. Eglin AFB. Expect radar vectors to avoid populated areas to the maximum extent possible. Expect clearance for standard recoveries: Runway 01/30, Eglin North Recovery, and Runway 12/19, DDUNE Recovery.

6.7.1.4.2. Hurlburt Field. Expect radar vectors to avoid populated areas to the maximum extent possible.

6.7.1.4.3. Duke Field. Instrument approaches are available to both runways. Primary runway when landing with a hot gun at Duke Field is runway 18.

6.7.1.4.4. Hot gun parking will be IAW HFI 13-201. Aircrew withdrawal distance is at least 400 feet.

6.7.2. Jammed Gun (to include 25mm ASHS/conveyer). If the lead gun determines that there is no probability of an inadvertent firing, the following guidelines apply:

6.7.2.1. The aircraft commander may continue the live fire. Dry fires are not authorized.

6.7.2.2. The aircrew may execute a normal recovery to a full stop at Hurlburt Field. Aircraft will be parked in hot gun parking IAW HFI 13-201. Multiple approaches are not authorized. Aircrews can expect a ground emergency to be declared by the on-scene commander.

6.7.2.3. Notify 1 SOW ICC and request they initiate jammed gun checklist. Request the ICC notify maintenance and EOD to meet the aircraft.

6.7.2.4. Off-station or out-and-back aircraft are authorized to return to Hurlburt Field at the completion of their live-fire mission. Do not depart an airfield without the approval of the squadron commander or operations officer.

6.7.3. A 40/105mm round-case separation is not a hot gun situation. The projectile may remain in the barrel with the breech closed (for 105mm), or attempt to mechanically safe to maximum extent possible as the weapon condition/malfunction allows (for 40mm). If no attempt was made to fire the round, the case may be returned to the ammunition rack.

Otherwise, it will be treated as a failure-to-fire and the case jettisoned. When returning with the projectile in the barrel, use the applicable hot gun route to avoid over-flight of populated areas. Multiple approaches/touch-and-go landings are not permitted and the aircraft must be returned to hot gun parking. Request the ICC initiate jammed gun checklist and notify maintenance and EOD to meet the aircraft (EOD is required for a separated round and/or exposed gunpowder). Crews returning to Hurlburt Field should expect a ground emergency to be declared by the on-scene commander upon landing IAW HFI 21-204.

6.8. Transition and Weather Alternates with Munitions/Expendables. Transition training with munitions on board is authorized only at pre-designated locations. Chaff and flares are classified as munitions. All munitions must be stored in fixed munitions bins/racks/dispensers (marks may be floor loaded). Explosives loaded aircraft should be parked in an approved, properly sited aircraft parking location (e.g. hot cargo) if available, and meet the separation distances in **Table 6.1** from any inhabited building, civilian aircraft or civilian/joint use runway.

Table 6.1. Munitions Classification and Separation Distance.

MUNITION TYPE	CLASSIFICATION	SEPARATION DISTANCE
AGM-176	1.1	1250 feet
105mm PGU-44, PGU-45	1.1	1250 feet
105mm PGU-43	1.2	115 feet
25mm & 40mm	1.2.2	194 feet
40mm	1.2.2	167 feet
30mm PGU-13, PGU-46, MK-266	1.2.2	139 feet
30mm PGU-15	1.4	75 feet (wing tip clearance)
25mm	1.2.2	162 feet
M206/M211 Flares	1.3	75 feet (wing tip clearance)
GBU-39	1.2.3	500 feet

6.8.1. Airfields authorized for unrestricted transition training with munitions are Hurlburt Field, Duke Field, Eglin AFB, Tyndall AFB, Campbell Army Airfield, and Lawson Army Airfield. Other airfields may be temporarily designated by 1 SOG/CC or COMAFSOF after coordination with the airfield manager.

6.8.2. Additional airfields are authorized for transition training with munitions using the following procedures. Aircraft will conduct instrument and visual approaches to an option approach with 25mm or less and/or chaff/flares on board. Aircraft will conduct instrument and visual approaches to a missed approach with 40mm or 105mm munitions on board. All aircraft will advise tower on initial contact of net explosive weight (NEWQD) on board.

6.8.1.1.1. KCEW Crestview/Bob Sikes Airport.

6.8.1.1.2. KGPT Gulfport-Biloxi Regional Airport. Crews will call the Combat Readiness Training Center fire department to notify them of munitions load prior to arrival in the terminal area. Commercial: (228) 868-6232.

6.8.1.1.3. KMGM Montgomery Regional (Dannelly Field) Airport.

6.8.1.1.4. KMOB Mobile Regional Airport. Crews will call to coordinate with airfield management prior to arriving in the terminal area. Commercial: (334) 633-4510.

6.8.1.1.5. KNPA Pensacola NAS.

6.8.1.1.6. KWRB Robins AFB. Crews will call base operations and pass intended time in the terminal area.

6.8.1.1.7. KDHN Dothan Regional Airport.

6.8.1.1.8. KJAN Jackson-Evers International Airport. Aircraft will not perform missed approaches with 40mm or 105mm munitions on board.

6.8.1.1.9. KHSV Huntsville International-Carl T. Jones Field.

6.8.2. If weather requirements dictate carrying alternate fuel and the mission profile involves carrying munitions, aircrew will ensure the alternate airfield is capable of accepting the aircraft in accordance with AFI 11-202V3 and AFI 11-2MDSV3 guidance. As a guideline, consider using one of the unrestricted fields for transition with munitions listed in paragraph 6.8.1. of this instruction first, though this does not preclude use of other fields. Units routinely conducting operations with munitions on board will publish specific procedures in AFI 11-2MDSV3 Chapter 10 Local Procedures for determining an alternate that meets alternate weather requirements and mitigates operational risk to the maximum extent possible.

6.9. Off-Range Expenditures and Weapons Malfunctions.

6.9.1. In the event of an off range expenditure (munitions, flares, or chaff), weapon failure, or significant malfunction (e.g., uncommanded fire), advise range control and the ICC. The ICC will notify 1 SOG/CC and 1 SOG/OGK. These procedures do not apply to round jettison. They do apply to both on- and off-station missions.

6.9.2. Report the following information to the ICC *Archer Ops:*

6.9.2.1. Time/date

6.9.2.2. Range/target

6.9.2.3. Suspected location of impact and distance off range/target

6.9.2.4. Aircraft altitude

6.9.2.5. Aircraft type and tail number

6.9.2.6. Aircraft commander’s name/rank

6.9.2.7. Type of munitions, chaff, or flares

6.9.2.8. Suspected damage or injury

6.9.3. If required, a Munitions Delivery Review Board (MDRB) will be held in accordance with AFI 11-202V3, AFSOC Sup I, Attachment 6. 1 SOG/OGK (and maintenance, if necessary) will meet the crew to obtain information and statements concerning the incident. All 1 SOW and tenant unit crews involved in an off-impact area expenditure will be grounded until the 1 SOW MDRB convenes and concludes its investigation, or unless released by 1 SOG/CC or 1 SOG/CD. Non-1 SOW crews will be prohibited from participating in tactical operations within the Eglin Reservation until the MDRB concludes its investigation, unless released by the 1 SOG/CC or 1 SOG/CD. The MDRB should convene the next duty day following the incident at home station. If the incident occurs away from home station, the crew will not be allowed to participate in tactical operations until the 1 SOG/CC, 1SOG/CD, or designated mission commander reviews the circumstances surrounding the incident and releases the crew. In addition to AFI 11-202V3, AFSOC Sup I, Attachment 6 routing, 1 SOG/OGK will forward the MDRB report to the affected squadron commander(s). For non-1 SOW crews, a copy of the MDRB report will be forwarded to their unit commander and the hosting unit commander.

6.10. Hung Flare Procedures. A hung flare is defined as an attempted launch of a flare resulting in the flare protruding from the dispenser. Crews will notify Tower upon discovery of a hung flare and taxi to the appropriate hot cargo/de-arm area. Tower will notify crash-fire-rescue, weapons maintenance, and EOD to coordinate de-arming of the aircraft.

6.10.1. Flares that simply do not fire are to be considered misfires and not "hung flares." In case of a flare misfire, follow normal recovery procedures to parking, annotate the misfires in aircraft 781 forms, and debrief maintenance.

6.11. Use of Nylon Garments. The wear of Gore-Tex® is authorized for aircraft servicing with exceptions. IAW T.O. 00-25-172, any type of clothing may be worn as outer garments when fuel servicing aircraft with high flashpoints fuels (JP-5, JP-8, JP-10, JET-A, JET-A1, or diesel). However, when fuel servicing aircraft with low flashpoint fuels (JP-4, JET-B, AVGAS, or MOGAS), clothing containing more than 65% of any combination or mixture of nylon, rayon, wool or polyester (such as Gore-Tex®) shall not be worn as outer garments.

6.12. Aircrew Toxicological Testing. Ensure toxicology testing is immediately conducted or considered following a mishap IAW AFI 91-204, *Safety Investigation and Reports*. For all classes and categories of mishaps, commanders have the discretion to test involved military members whose actions or inactions, in their judgment, may have been factors in the mishap sequence. However, for all Class A and B aviation mishaps, commanders must test all military crewmembers on the flight orders. Because the evidence is perishable, commanders should test all military crewmembers on the flight orders for aviation mishaps that have the potential of meeting the Class B threshold.

6.13. Bird Strike Policy. Bird strikes will be written up in the AFTO 781 and reported to the wing/squadron safety offices via the Form 853. An aircraft experiencing a bird strike will land and be inspected by a release authority as soon as practical. Any discernable damage to the aircraft will be reported by the aircrew on the AFSOC Form 97, which will be submitted in conjunction with the Form 853. The aircraft commander is not released from flying duties until all safety forms have been completed.

6.14. Non-Avian Wildlife Activity. During operations at any airfield, cease runway operations if any wildlife is observed in vicinity of the runway. Perform a go-around or delay takeoff as required. If at a controlled airfield, do not resume operations until the wildlife have been dispersed by ground personnel. If at an uncontrolled airfield, cease runway operations until the wildlife have been visually confirmed to be well away from the runway surface. Report wildlife at uncontrolled airfields to 1 SOW Flight Safety via email upon mission completion.

6.15. Airdrop Malfunction/Incident and Off-DZ Reporting. An airdrop malfunction is the failure of an airdrop item or component of an airdrop system to function as it was intended or designed. An airdrop incident is defined as any procedure that prevented the successful completion of a planned airdrop operation. Any time the airdrop process does not achieve the planned objective; it can be considered a malfunction/incident. See AFJ13-210(I) & AFI13-217. This guidance supersedes all previous MDS-specific airdrop malfunction/off-DZ reporting guidance.

6.15.1. Local sorties. All off-DZ airdrops, aircraft airdrop system malfunctions, and aircraft damage will be reported to 1 SOW/CP. If an off-DZ airdrop has been confirmed or suspected, an aircraft airdrop system has malfunctioned, or an aircraft has been damaged, the crew will terminate the mission and return to home station as soon as possible. The aircraft will not be de-rigged/reconfigured except in the interest of safety. Navigation aids (i.e. mission computer, SAMS-ESA, carry-on laptops, etc.) used in determining the load release point will not be reprogrammed. All airdrop malfunctions/incidents will require an aircraft forms red-X and will be impounded by maintenance. Once 1 SOG/OGK determines the airdrop malfunction/incident was not caused by an aircraft malfunction 1 SOG/OGK will give maintenance the approval to clear the red-X and impoundment. If the cause of the airdrop malfunction/incident was caused by an aircraft malfunction, the aircraft will remain impounded until the cause/discrepancy has been corrected and then the impoundment will be cleared by the 1 SOMXG/CC. The pilot in command (PIC) and crew will use the attached Information Collection Guide for Airdrop Malfunctions/Incidents or Off-DZ Drops (Attachment 8) to submit, in electronic format, information about the incident to 1 SOG/OGK to expedite data gathering.

6.15.2. Off-station sorties. All off-DZ drops, aircraft airdrop system malfunctions, and aircraft damage will be reported to the appropriate CP immediately. In all instances, contact the 1 SOW/CP to enable 1 SOG/OGK to accomplish required tasks concerning 1 SOW assets. If an off-DZ airdrop has been confirmed or suspected, an aircraft airdrop system has malfunctioned, or an aircraft has been damaged, the crew will terminate the mission and return to their off-station base as soon as possible. The aircraft will not be de-rigged/reconfigured except in the interest of safety or operational mission requirements. Navigational aids (i.e. mission computer, SAMS-ESA, carry-on laptops, etc.) used in determining the load release point will not be reprogrammed. The aircraft will have a red-X placed in the forms for airdrop malfunctions. Once available tactics personnel determine the cause of the malfunction was not aircraft related, they will give direction to maintenance to clear the red-X. Once the discrepancy for the airdrop malfunction has been corrected, off-station maintenance will clear the aircraft. To ensure limited impacts to follow-on missions by the off-station aircrew, the 1 SOW/CP should be contacted as soon after an event occurs to expedite resolution of the issue. The 1 SOG/CC will coordinate with 1 SOG/OGK on resolution possibilities to include identification of qualified personnel to review the event at

the off-station location. The pilot in command (PIC) and crew will use the attached Information Collection Guide for Airdrop Malfunctions/Incidents or Off-DZ Drops (Attachment 8) to submit, in electronic format, information about the incident to 1 SOG/OGK to expedite data gathering.

Chapter 7

OPERATIONAL PROCEDURES FOR THE EMPLOYMENT OF ELECTRONIC ATTACK, CHAFF/FLARES, AND LASERS

7.1. General. Frequency requirements will be coordinated with the Department of Defense Gulf Area Frequency Coordinator (DoD GAFC) (96 CS/SCXF). 96 OSS/OSOQ is the initial point of contact for notification of all radio frequency interference and will exercise authority to terminate radiation of the detected source of interference. The DOD GAFC will be the final authority for resolution of frequency conflicts/interference.

7.2. Responsibilities. All 1 SOW aircraft and visiting/transient units using electronic attack (EA) systems are responsible for compliance with this chapter.

7.2.1. The host unit is responsible for providing instructions and procedures to units visiting the Eglin complex for missions involving EA, whether or not the unit launches and/or recovers at Eglin or Hurlburt.

7.2.2. All aircraft conducting EA are required to monitor 243.0 or 121.5 MHz Guard channel and stop employment operations upon hearing a "CEASE BUZZER" call. After "CEASE BUZZER" has been given and the aircraft has ceased EA, Frequency Control Analysis will try to determine when and what part of the EA can be resumed. If the frequency band causing the problem cannot be separated or the frequency bands cannot be determined, then the EA is to remain off until the safety issue or emergency has been cleared and Frequency Control Analysis has given the approval to resume.

7.2.3. Flight leaders, individual pilots, or Electronic Warfare Officers (EWO) will include applicable portions of this instruction in in-flight briefings.

7.2.4. Each unit will provide the 1 SOAOS Range Scheduling Office the name/phone numbers of its operations officer to contact for interference resolution.

7.3. Authorized EA Systems.

7.3.1. Chaff and Flare Systems (e.g., ALE-40/47).

7.3.2. EA Transmitters (e.g., ALQ-131/172/196, AAQ-24).

7.3.3. All 1 SOW operational systems are authorized for use.

7.4. Scheduling.

7.4.1. Missions desiring to use EA will require inclusion of the appropriate Radio Frequency Authorizations line numbers on the mission request form. EA should be requested as delete-able items, if appropriate, to preclude missions being nonscheduled for conflicts in this area. EA will be rescheduled on a mission-to-mission basis, regardless of the working area. Individual aircrew or units will contact their organization's scheduling agency if changes to the schedule are desired. These changes must be coordinated through 1 SOAOS and 96 RANMS prior to 1200L on the day preceding the mission.

7.4.2. EA operations at B-70 will be scheduled through 1 SOAOS. Ground teams in support of B-70 laser missions must check in one hour prior to mission execution with B-70 mission controllers located at building 9400, Range Road 213.

7.4.2.1. Simultaneous operations on A-77 and B-70 are accepted with B-70 mission controllers with range clearance and secured gates. Aircraft on A-77 and B-70 will maintain a 1,000 feet altitude separation.

7.4.3. All missions planning to employ flares will be scheduled as a hot mission.

7.5. Electronic Warfare (EW) Employment Procedures. EA training in the United States and Canada will be conducted IAW CJCSM 3212.02D, and all applicable directives (specific range procedures, local area restrictions, etc.) EA training outside the United States and Canada will comply with all host nation/state agreements and applicable directives.

7.5.1. Radio discipline and OPSEC will be maintained during all forms of EA training to prevent disclosure of classified information.

7.5.2. Eglin Complex Procedures. Missions into the Eglin complex are subject to restrictions listed in EAFBI 11- 201 and Eglin Range profiles.

7.5.2.1. Flight leads, pilots, and EWOs are responsible for ensuring that EA is not conducted outside of the areas and times coordinated and scheduled by the 1 SOAOS.

7.5.2.2. Frequency interference problems will be identified by 46 OSS/OSCF to the responsible organization's operations officer for immediate resolution.

7.6. Chaff Employment Procedures. Chaff will be dispensed IAW CJCSM 3212.02D. Dispense chaff only within restricted areas over land, IAW controlling agency procedures/restrictions and only when approved by the controlling agency.

7.6.1. Eglin Chaff Procedures. Missions into the Eglin complex are subject to restrictions listed in EAFBI 11-201 and Eglin Range profiles. Operations within the warning areas will be under flight lead control and limited by exception only.

7.6.1.1. All chaff employment must be scheduled through 1 SOAOS.

7.6.1.2. Real-time approval for chaff dispersal must be obtained from Eglin Mission Control, who may require a test dispersal to determine wind effect. Wind conditions and complexity of air traffic may make it necessary for Eglin Mission to disapprove/terminate chaff dispersal.

7.6.1.3. Depending upon mission requirements, chaff will normally be authorized within W-151C/D (min of 20 NM off shore in all W-151), provided the flight is scheduled for the airspace from the surface up to the employment altitude.

7.6.1.4. Flight lead or single ship will ensure that chaff is not employed under any conditions that would cause it to drift outside of the scheduled working area, particularly to the south where it could interfere with the Gulf Route.

7.6.1.5. Chaff usage within W-151A/B and S3/S5/S6/S7 must be specifically scheduled. Flight lead or individual pilots will ensure chaff is not employed in such a manner as to allow it to drift into any of the corridors or affect air traffic facilities.

7.6.1.6. Over land:

7.6.1.6.1. Chaff drops in R2915A north of Aux Field 6 and west of A-77 are limited to 2,000 feet AGL and below. All other areas in R2915A are limited to 4,000 feet AGL and below.

7.6.1.6.2. Chaff in R2914A over C-52 is limited to 4,000 feet AGL and below.

7.6.1.6.3. No chaff is permitted in the north/south or east/west VFR corridors.

7.6.1.6.4. In all other areas of Eglin restricted airspace, chaff is limited to 2,000 feet AGL and below.

7.7. Flare Employment Procedures.

7.7.1. Warning Areas/Over Water. Flares may be employed at any time within the scheduled airspace provided the aircraft is above 1,500 feet AGL or the aircraft is below 1,500 feet AGL and at least 3 NM from any surface vessel, platform, or land mass. Flare operations within warning areas will be under flight lead control and will be limited by exception only.

7.7.2. Flares in Restricted Areas/Over Land. Dispense flares only within restricted areas when over land IAW controlling agency procedures and restrictions, and only when approved by the controlling agency. Do not drop flares below 500 feet AGL while operating in an area without specific altitude restrictions for flare employment.

7.7.3. Eglin Flare Procedures. Missions into the Eglin complex are subject to restrictions listed in EAFBI 11-201 and Eglin Range profiles.

7.7.3.1. Flights must be specifically scheduled for flares and received clearance from Eglin Mission Control prior to dispensing. Flares may be employed over government land only. Flares will not be expended over populated areas, personnel, or structures. Minimum release altitude over authorized test areas is 200 feet AGL, and 500 feet AGL when not over authorized test areas. Further restrictions may be imposed by AAC range safety and test wing central test area scheduling authority (96 RANMS/DOS) when required.

7.7.3.2. To minimize false alarms and unnecessary generation of search and rescue sorties, 1 SOW aircrews will contact Destin Coast Guard station at 244-7147 when dropping flares over water in the local area. Contact the station prior to flight, or in flight through the ICC, and pass call sign, approximate time flares will be dispensed, and approximate location (miles off shore) flares will be dispensed.

7.7.4. Comply with all host nation/state agreements and restrictions for expendable drops outside the United States.

7.8. Airborne Laser Operations. The procedures outlined in the following paragraphs will be used when employing airborne laser systems in order to minimize the safety hazard and maximize the opportunity for effective testing and training. The nominal ocular hazard distance for all lasers will be adhered to at all times. Aircrews will use standard brevity/J-Laser terminology during laser operations and will advise the ground party prior to designating any target.

7.8.1. Laser Target Designators (e.g., 1.06 μm). For any delivery where the target will be directly lazed, the aircrew will not activate the laser until the target has been positively identified, an unrestricted line-of-sight exists, and a steady track on the target is assured. The aircrew should cease lazing after weapon release for unguided munitions, after weapon impact for guided weapons, or if the laser drifts towards the edge of the clear area. 1.06 μm lasers may only be fired when scheduled on approved ranges.

7.8.2. Eye-Safe Ranging Lasers (e.g., 1.54 µm). Aircrews will follow any technical order, operating manual, or unit restrictions on employment.

7.8.3. Covert Marking Lasers (e.g., 0.86 µm). Covert lasers may be used in all operating areas (live/dry fire areas), as well as the vicinity of Hurlburt Field Class D airspace. 1 SOG aircrew will make advisory calls to tower prior to sparkle and upon ceasing. If given a "cease sparkle operations" call from Hurlburt tower, all participating aircraft will end sparkle operations until notified by Hurlburt tower that covert marker operations can resume. Aircrew should apply safe practices to ensure traffic operating within the terminal environment of Hurlburt is not adversely affected.

7.8.4. Overt Marking Lasers (e.g., 0.53 µm). During training, the visible laser will not be employed outside the boundaries of a military installation or range without the OG/CC or COMAFSOF approval. The visible laser will not be employed inside the airspace of an active military airfield unless prior approval has been granted. While using a visible laser on a military installation or range, as part of an approved training event, only a visible laser which is eye safe to all persons on the ground can be directed at any person, vehicle, or building.

7.9. Recoveries. Pilots/Navigators/Electronic Warfare Officers will ensure all EA switches are OFF/STANDBY/SAFE prior to departing the test and training area. Aircraft returning to Hurlburt Field with unexpended chaff and/or flares may recover to the field using normal MDS procedures.Hu

Chapter 8

FUNCTIONAL CHECK FLIGHT PROGRAM

8.1. General. This chapter implements AFI 21-101, *Aircraft and Equipment Maintenance Management,* and establishes procedures and responsibilities for functional check flights (FCF) and operational check flights (OCF) on assigned aircraft.

8.2. Group Commander Responsibilities.

8.2.1. Appoint, in writing, an officer in charge (OIC) of the group FCF program.

8.2.2. Ensure the operations group FCF program OIC is fully qualified as outlined in AFI 21-101.

8.3. FCF Program OIC Responsibilities.

8.3.1. Act as the primary point of contact for all matters concerning the group FCF/OCF program.

8.3.2. Establish and update group FCF/OCF policy and written guidance.

8.3.3. Develop a group FCF/OCF training program template to be used by local units for squadron-specific training program development.

8.3.4. Review completed AF Form 2400, *Functional Check Flight Log*, for trend analysis and aircraft history (accessible via QUANTTAS, POC: Network Support). Coordinate with 1 MOS/MXQA for procedural review IAW AFI 21-101.

8.3.5. Maintain a continuity book with the following items:

8.3.5.1. AFI 21-101

8.3.5.2. HFI 11-201

8.3.5.3. T.O. 00-20-1/AFSOC Sup

8.3.5.4. T.O. 1-1-300, Acceptance/Functional Check Flights and Maintenance Operational Checks

8.3.5.5. T.O. 1C-130(A)U-6CF-1 Acceptance and Functional Check Flight Manual

8.3.5.6. T.O. 1C-130(A)U-6CL-1 Acceptance and Functional Check Flight Checklist

8.3.5.7. T.O. 1C-130(M)H-6CF-1 Acceptance and Functional Check Flight Manual

8.3.5.8. T.O. 1C-130(M)H-6CL-1 Acceptance and/or Functional Check Flight Checklist

8.3.5.9. T.O. 1V-22(C)B-6CF-1 Acceptance and Functional Check Flight Procedures

8.3.5.10. T.O. 1V-22(C)B-6CL-1 Functional Check Flight Checklist

8.3.5.11. Copy of FCF/OCF training syllabus for each MDS.

8.3.5.12. Copy of each squadron’s list of qualified FCF/OCF crewmembers.

8.4. Squadron Commander Responsibilities.

8.4.1. Select the most qualified crewmembers to perform FCF duties. Applicable crew positions requiring qualification will be trained IAW MDS-specific Volume 1 guidance. In the absence of a formal FCF training course, training will consist of ground requisites to include all items on the AFSOC approved training record, and a minimum of one sortie. The sortie may be completed in a simulator if flights are not available or practical. Aircrew qualifications may be waived on a case-by-case basis IAW command directives. Previously FCF-qualified aircrew members are exempt from this requirement.

8.4.2. Assign FCF training duties to highly qualified crewmembers ensuring compliance with a Special Operations Aircrew Training Record.

8.5. Local FCF/OCF Procedures.

8.5.1. Functional check flights may be accomplished in any available Eglin airspace.

8.5.2. OCF Procedures. OCF flights will be performed similar to FCF flights, in accordance with the requirements of this section. While OCFs do not require detailed briefings, the aircrew must be briefed before the flight, by the most qualified technician available, on the status of the aircraft, checks to be accomplished, and the profile necessary to accomplish the OCF.

8.5.3. Weather minimums:

8.5.3.1. FCF. Weather will be IAW T.O. 1-1-300. Vertical-lift aircraft will use 11-2MDSV3 weather minimums. Hover checks require 1/2 SM visibility (day or night) and clear of clouds.

8.5.3.2. OCFs. Weather will be IAW T.O. 1-1-300, MDS-specific V3 operating procedures, and local directives. Vertical-lift aircraft will use 11-2MDSV3 weather minimums. Hover checks require 1/2 SM visibility (day or night) and clear of clouds. Night OCF for the 8 SOS requires squadron CC, DO, or ADO approval.

8.5.3.3. The operations group (or equivalent) commander to which the aircraft is assigned may waive weather minimums IAW. T.O. 1-1-300, paragraph 6.2.

8.5.4. Radio/Radar Control Procedures. Aircrew will remain under positive ATC control at all times. Aircrews should use radar advisory service to the maximum extent possible. This will ensure maximum aircrew concentration on aircraft control and procedures.

8.5.4.1. Deployed Considerations. Deployed operations normally require greater vigilance on the part of the aircrew to ensure safety. Aircrew must use the most positive control measures available for flight following. Radio contact should be maintained with either air traffic control or a special operations C2 element as appropriate. If radar coverage is not available, aircrew should provide to the mission commander/C2 a description of operating area and profile before flight.

8.5.5. Aircrew FCF/OCF Procedures:

8.5.5.1. Conduct FCF/OCF briefing with maintenance and quality assurance personnel. All aircrew will be aware of the condition requiring the FCF/OCF and the profile to be flown.

8.5.5.2. In conjunction with maintenance, develop an FCF/OCF profile that will accomplish all pertinent ground and flight events in a safe and efficient manner.

8.5.5.3. Only the minimum necessary aircrew and maintenance personnel will fly during FCFs/OCFs. Passengers not directly involved with the FCF/OCF will not fly.

8.5.5.4. Conduct FCFs IAW T.O. 1-1-300, MDS-specific-6CF-1, MDS-specific-6CL-1 and squadron specific procedures.

8.5.5.5. Conduct a debriefing with maintenance personnel. Ensure all FCF/OCF events are completed to the maximum extent possible.

8.5.6. Emergency Procedures:

8.5.6.1. Emergency Recovery Base. The departure airfield is the primary emergency recovery base. As the situation dictates, aircrew may use any suitable airfield/landing area available as a recovery base.

8.5.6.2. Bailout/Fuel Jettison. Adhere to Chapter 6 and HFI 13-201 and for locations and procedures.

SEAN M. FARRELL, Col, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

1st Special Operations Air Operations Squadron Standard Operating Procedures 46 Test Wing, AF Development Test Center Technical Facilities Volume II AFH 11-203 V2, *Weather for Aircrews-Products and Services,* 13 August 2015

AFI 11-209_AFSOCSUP, *Aerial Event Policy and Procedures,* 3September 2015

AFI 11-214, *Air Operations Rules and Procedures,* 14 August 2012

AFI 13-217_AFSOCSUP, *Drop Zone and Landing Zone Operations,* 15 May 2014 AFI 21-101, *Aircraft and Equipment Maintenance Management,* 21 Mat 2015

AFI 91-203, *Air Force Consolidated Occupational Safety Instruction*, 15 June 2012 AFI 91-204_AFSOCSUP, *Safety Investigations and Reports,* 19 March 2015

AFMAN 91-201, *Explosive Safety Standards*, 12 Jan 2011

CJCSM 3212.02D, *Performing Electronic Attack in the United States and Canada for Tests, Training, and Exercises,* 31 Dec 13

Eglin Air Force Base Instruction 11-201, *Air Operations,* 1 May 2013

FAA Handbook 7610.4, *Air Traffic Plans and Publications,* 22 August 2013

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T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding,* 27 September 13

T.O. 1-1-300, *Maintenance Operational Checks and Check Flights*, 15 March 2012

T.O. 1C-130(A)U-6CF-1, *Acceptance and Functional Check Flight Manual*, 6 September 2013

T.O. 1C-130(A)U-6CL-1, *Acceptance and/or Functional Check Flight Checklist,*

31 January 2008

T.O. 1C-130(M)H-6CF-1, *Acceptance and Functional Check Flight Manual*, 21 May 2011

T.O. 1C-130(M)H-6CL-1, *Acceptance and/or Functional Check Flight Checklist*, 21 May 2011

T.O. 1V-22(C)B-6CF-1, *Acceptance and Functional Check Flight Manual*, 15 October 2008

T.O. 1V-22(C)B-6CL-1, *Functional Check Flight Checklist*, 15 October 2008

Prescribed Forms

None

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

DD Form 1385- Cargo Manifest

DD Form 2131 - Passenger Manifest

DD Form 1748 - Joint Air Drop (AD) Inspection Record

DD Form 365-4 – Weight and Balance Clearance Form F-Transport

AFSOC Form 97 - Aircraft Incident Worksheet

AFSOC Form 87 - AFSOC Mission Weather Briefing

AF Form 4327a – Crew Flight (FA) Flight Authorization

Hu***Abbreviations and Acronyms***

AAC—Air Armament Center

AAR—Air-to-Air Refueling

AC—Aircraft Commander

ADIZ—Air Defense Identification Zone

AFTO—Air Force Technical Order

AGL—Above Ground Level

AHAS—Avian Hazard Advisory System

ALTRV—Altitude Reservation

ALZ—Assault Landing Zone

AMC—Air Mission Commander

ASHS—Ammunition Storage and Handling System

ATC—Air Traffic Control

BAM—Bird Avoidance Model

BASH—Bird Aircraft Strike Hazard

BWC—Bird Watch Conditions

BWS—Base Weather Station

CCIR—Commander's Critical Information Requirements

CCT—Combat Control Team

CEOI—Communications Electronics Operating Instruction

CEW—Crestview VORTAC

CHUM—Chart Updating Manual

COMSEC—Communications Security

CONUS—Contiguous United Sates

CP—Command Post

DAFIF—Digital Aeronautical Flight Information File

DoD—Department of Defense

DV—Distinguished Visitor

DZ—Drop Zone

EA—Electronic Attack

EGTTR—Eglin Gulf Test and Training Range

EOD—Explosive Ordnance Disposal

ERCF—Eglin Range Control Facility

ETA—Estimated Time of Arrival

EWO—Electronic Warfare Officer

FAA—Federal Aviation Administration

FCF—Functional Check Flight

FSS—Flight Service Station

GAFC—Gulf Area Frequency Controller

GPS—Global Positioning System

HLZ—Helicopter Landing Zone

HF—High Frequency

ICC—Installation Control Center

IED—Improvised Explosive Device

IFR—Instrument Flight Rules

IMC—Instrument Meteorological Conditions

INS—Inertial Navigation System

IR— Instrument Flight Rules Military Training Route

JTTOCC—Joint Test and Training Operational Control Center

KCEW—Bob Sikes Airport

KDTS—Destin Airport

KEYMAT—Keying Material

KTAS—Knots True Airspeed

LATN—Low-Altitude Tactical Navigation

LZ—Landing Zone

MAJCOM—Major Command

MARSA—Military Assumes Responsibility for Separation of Aircraft

MOA—Military Operations Area

MOC—Maintenance Operations Center

MOUT—Military Operations in Urban Terrain

MSL—Mean Sea Level

NEWQD—Net Explosive Weight for Quantity Distance

NIPRNET—Non-secure Internet Protocol Router Network

NOLF—Navy Outlying Field

NOTAM—Notices to Airmen

OCF—Operational Check Flights

OCONUS—Outside the Contiguous United Sates

OIC—Officer in Charge

OLF—Outlying Field

OPLAN—Operations Plan

OPSEC—Operational Security

OSR—Off-Station Report

OTAR—Over-the-Air Rekey

OWS—Operational Weather Station

PFPS—Portable Flight planning Software

PIPP—Projectile Impact Point Prediction

PMR—Post Mission Report

RPA—Remotely Piloted Aircraft

SATCOM—Satellite Communications

SCA—Self Contained Approaches

SDO—Senior Duty Officer

SIPRNET—Secure Internet Protocol Router Network

SR—Slow-Speed Low-Altitude Training Route

ST—Special Tactics

TACAN—Tactical Air Navigation System

TD—Test Directive

UCTA—Urban Concrete Target Array

UHF—Ultra High Frequency

VCSL—Voice Call Signs List

VFR—Visual Flight Rules

VHF—Very High Frequency

VMC—Visual Meteorological conditions

VOR/DME—Very-High Frequency Omni-Directional Range/Distance Measuring Equipment

VR—Visual Flight Rules Military Training Route

VVOD—Vector Vertical Obstruction Data

Attachment 2

LOW-ALTITUDE TACTICAL NAVIGATION

A2.1. 1 SOW Fixed-Wing LATN. Defined as:

A2.1.1. N3130 W08703.

A2.1.2. N3250 W08730.

A2.1.3. N3426 W08730.

A2.1.4. N3426 W08630.

A2.1.5. N3436 W08625.

A2.1.6. N3506 W08625.

A2.1.7. N3554 W08522.

A2.1.8. N3540 W08400.

A2.1.9. N3610 W08242.

A2.1.10. N3610 W08157.

A2.1.11. N3601 W08157.

A2.1.12. N3535 W08240.

A2.1.13. N3500 W08238.

A2.1.14. N3442 W08400.

A2.1.15. N3415 W08520.

A2.1.16. N3400 W08520.

A2.1.17. N3330 W08510.

A2.1.18. N3315 W08500.

A2.1.19. N3250 W08530.

A2.1.20. N3220 W08530.

A2.1.21. N3200 W08550.

A2.1.22. N3200 W08620.

A2.1.23. N3130 W08637.

A2.2. LATN Restrictions. Within the LATN area, the following areas are not to be over-flown during low-level operations. This restriction does not apply to instrument approaches or SCAs utilized to enter the low-level environment from mid-level. Follow AFI 11-202V3 guidance for flight over congested areas not mentioned below.

A2.2.1. Montgomery. N 32° 22.2716' W 086° 16.6227'; 5 NM radius

A2.2.2. Birmingham. N 33° 30.8009' W 086° 48.4682'; 10 NM radius

A2.2.3. Chattanooga. N 35° 04.5350' W 085° 13.1699'; 10 NM radius

A2.3. 1 SOW Vertical-Lift Low-Level Training Area. Defined as:

A2.3.1. N3021 W08703.

A2.3.2. N3020 W08624.

A2.3.3. N3015 W08606.

A2.3.4. N3011 W08556.

A2.3.5. N3024 W08556.

A2.3.6. N3041 W08605.

A2.3.7. N3044 W08611.

A2.3.8. N3044 W08616.

A2.3.9. N3144 W08616.

A2.3.10. N3144 W08647.

A2.3.11. N3051 W08647.

A2.3.12. N3027 W08703.

A2.4. 1 SOW "Banana Ridge" Vertical-Lift Low-Level Training Area. Defined as:

A2.4.1. N3302 W08617.

A2.4.2. N3301 W08611.

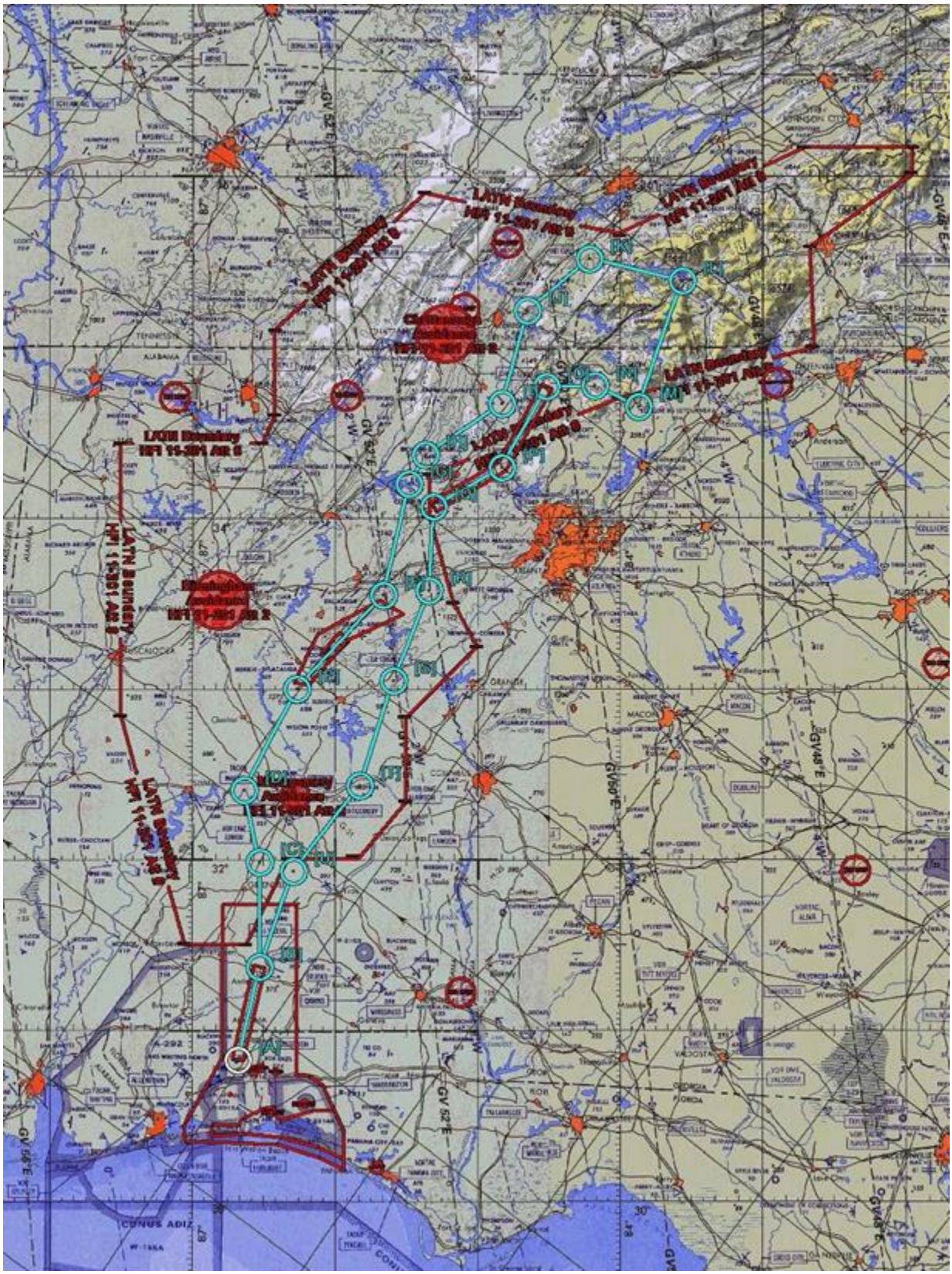
A2.4.3. N3317 W08555.

A2.4.4. N3326 W08531.

A2.4.5. N3331 W08541.

A2.4.6. N3319 W08607.

Figure A2.1. 1 SOG LATN Area Route Overlay.



Attachment 3

AIR REFUELING TRACKS

Figure A3.1. Destin A AAR Track.

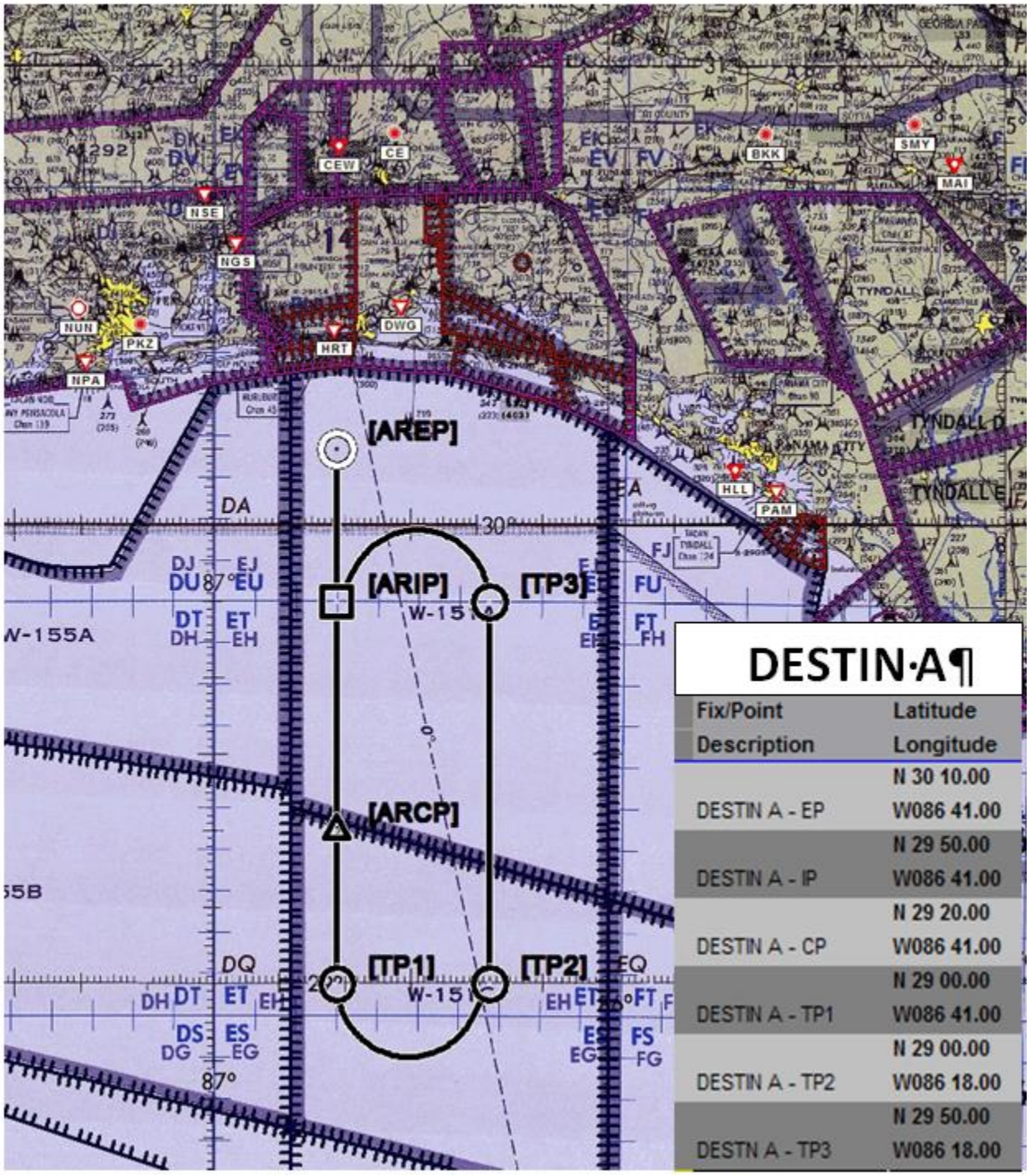
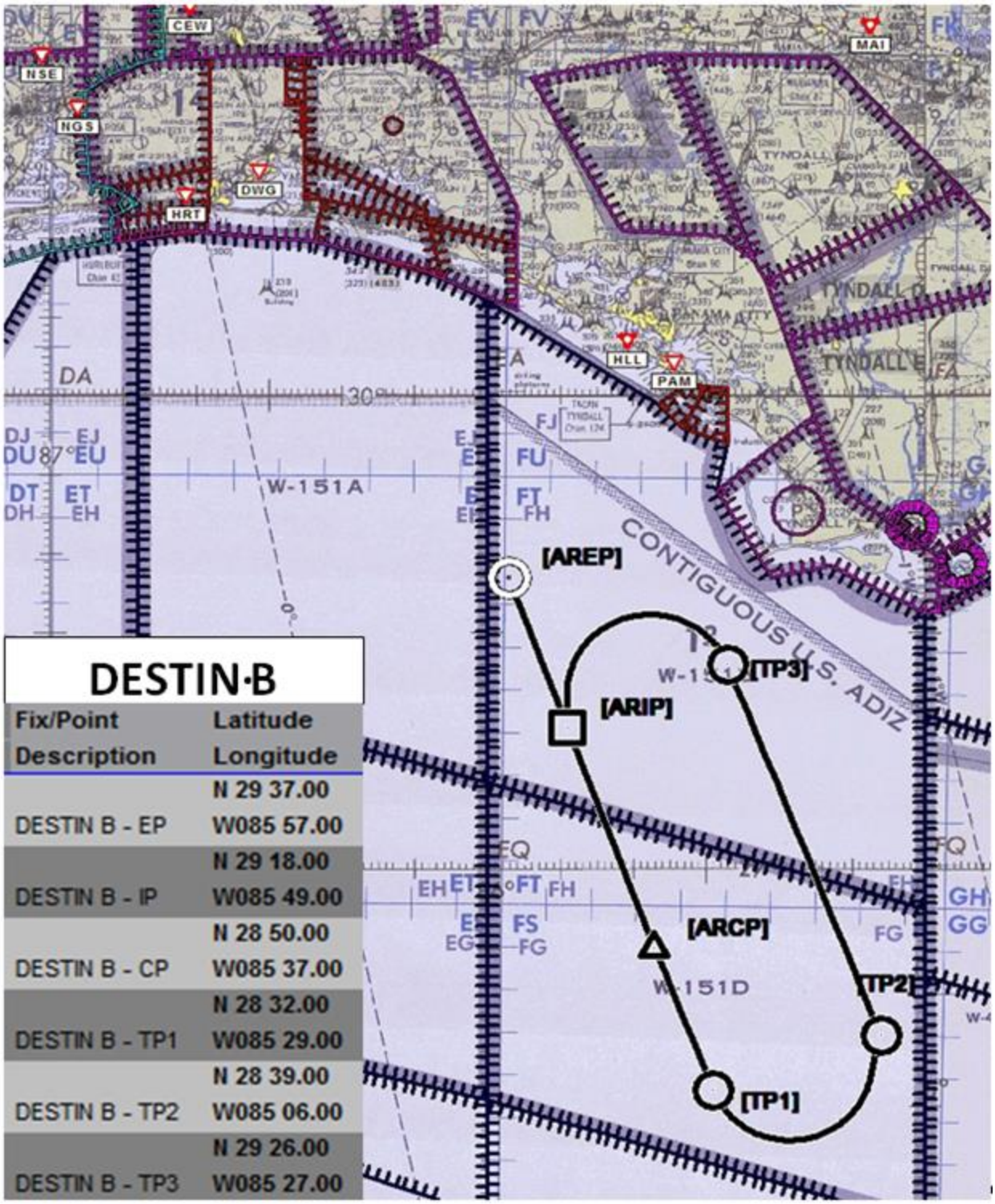


Figure A3.2. Destin B AAR Track.



DESTIN·B	
Fix/Point Description	Latitude Longitude
DESTIN B - EP	N 29 37.00 W085 57.00
DESTIN B - IP	N 29 18.00 W085 49.00
DESTIN B - CP	N 28 50.00 W085 37.00
DESTIN B - TP1	N 28 32.00 W085 29.00
DESTIN B - TP2	N 28 39.00 W085 06.00
DESTIN B - TP3	N 29 26.00 W085 27.00

Figure A3.3. Destin C AAR Track.

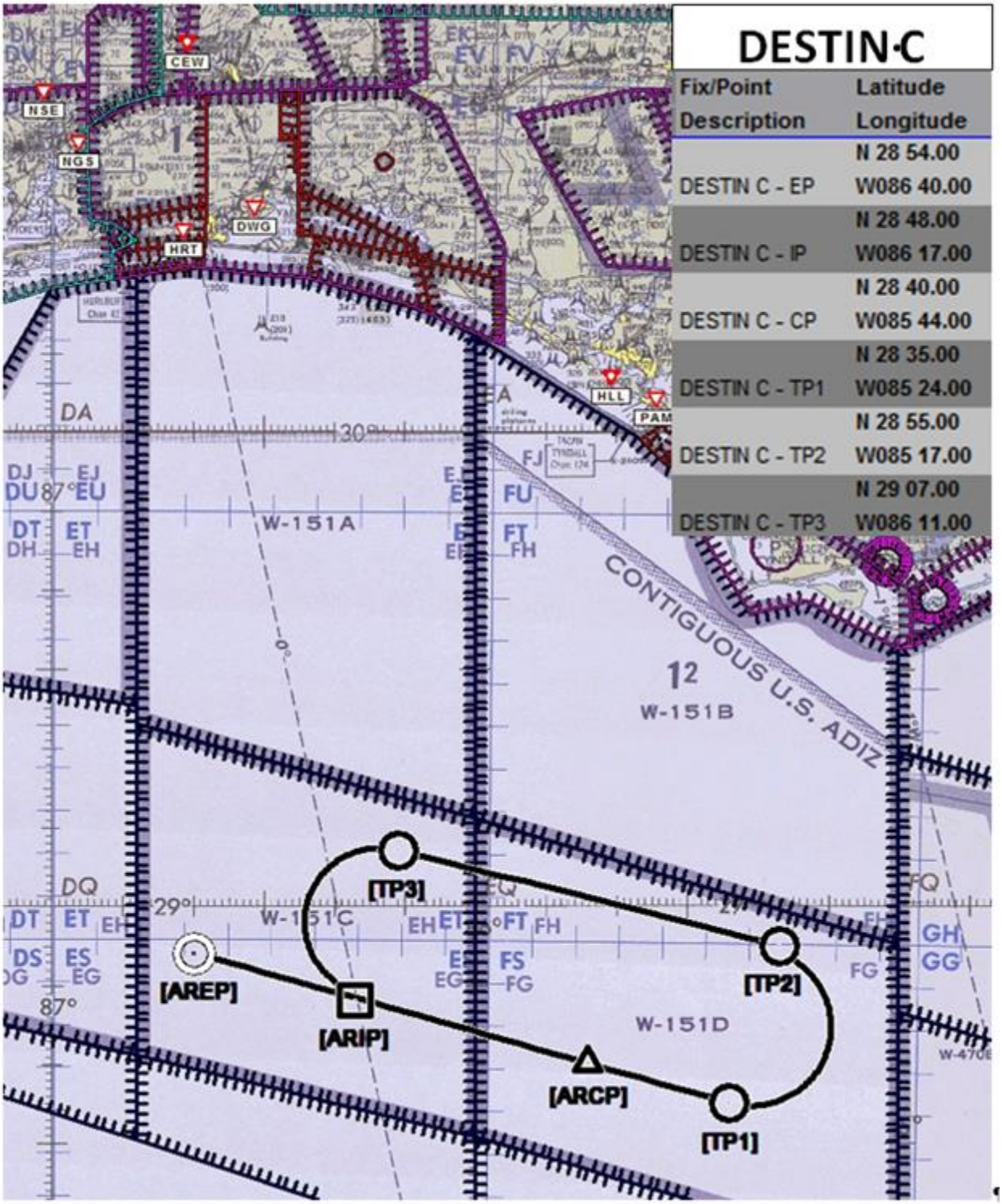
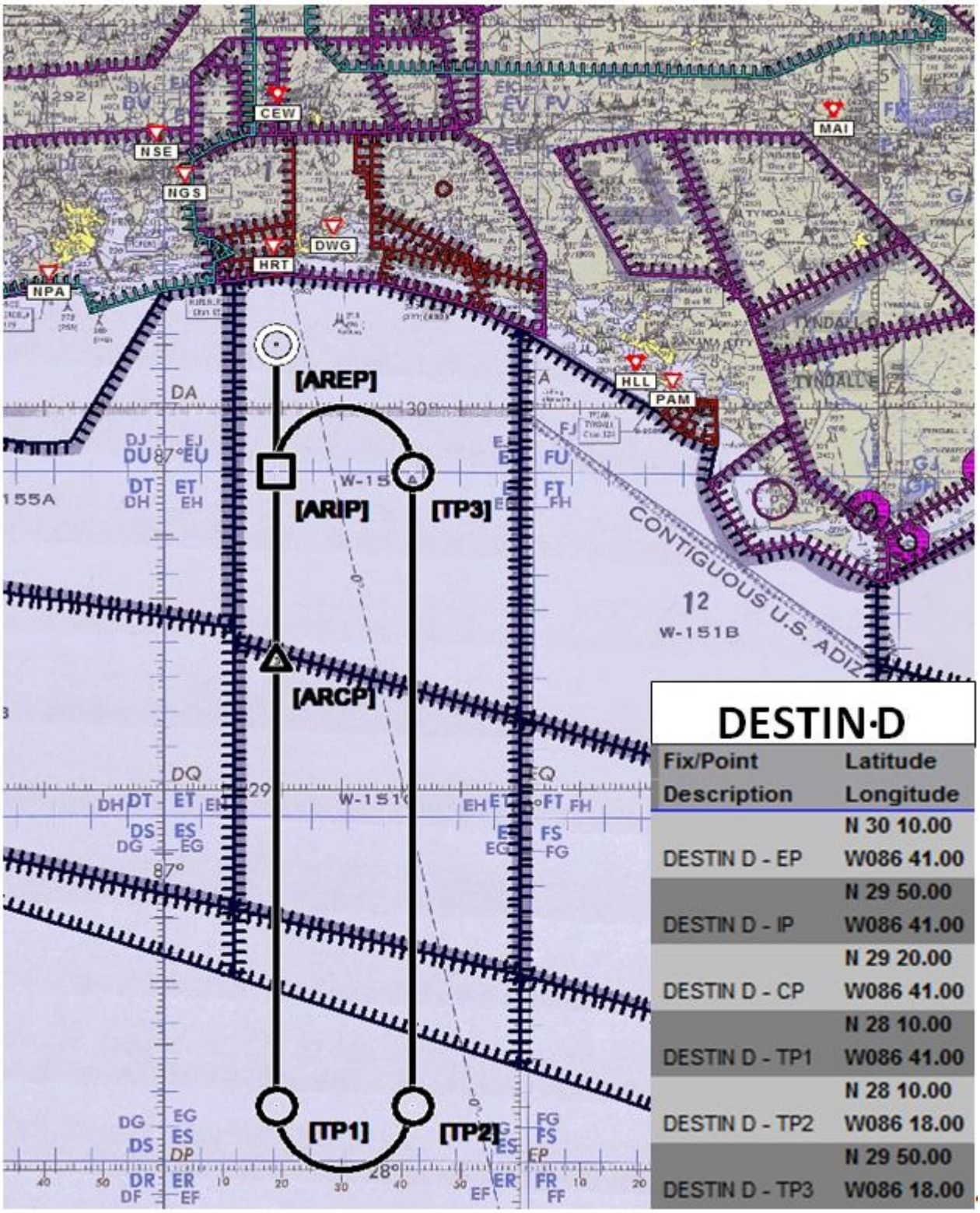
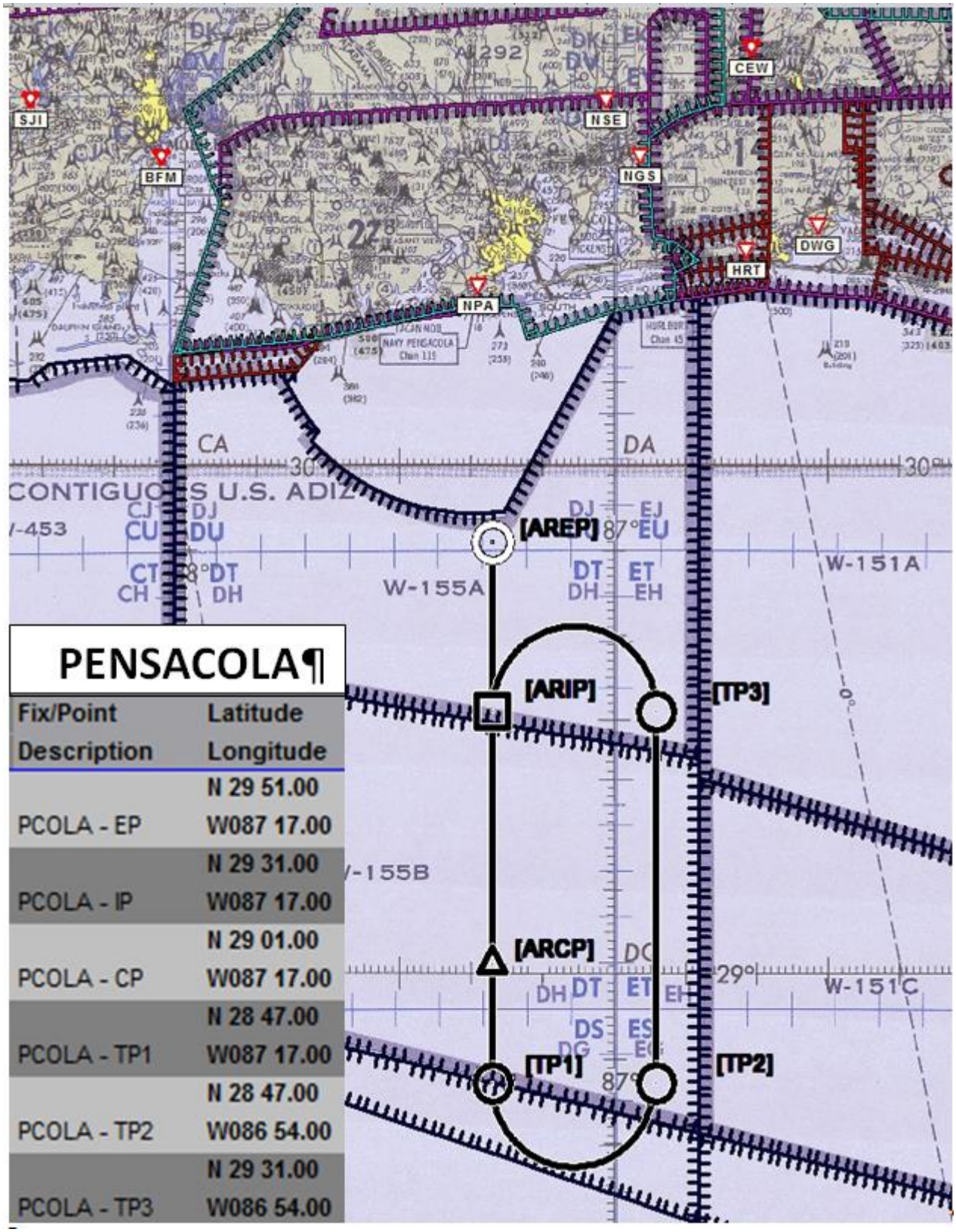


Figure A3.4. Destin D AAR Track.





PENSACOLA¶

Fix/Point Description	Latitude Longitude
PCOLA - EP	N 29 51.00 W087 17.00
PCOLA - IP	N 29 31.00 W087 17.00
PCOLA - CP	N 29 01.00 W087 17.00
PCOLA - TP1	N 28 47.00 W087 17.00
PCOLA - TP2	N 28 47.00 W086 54.00
PCOLA - TP3	N 29 31.00 W086 54.00

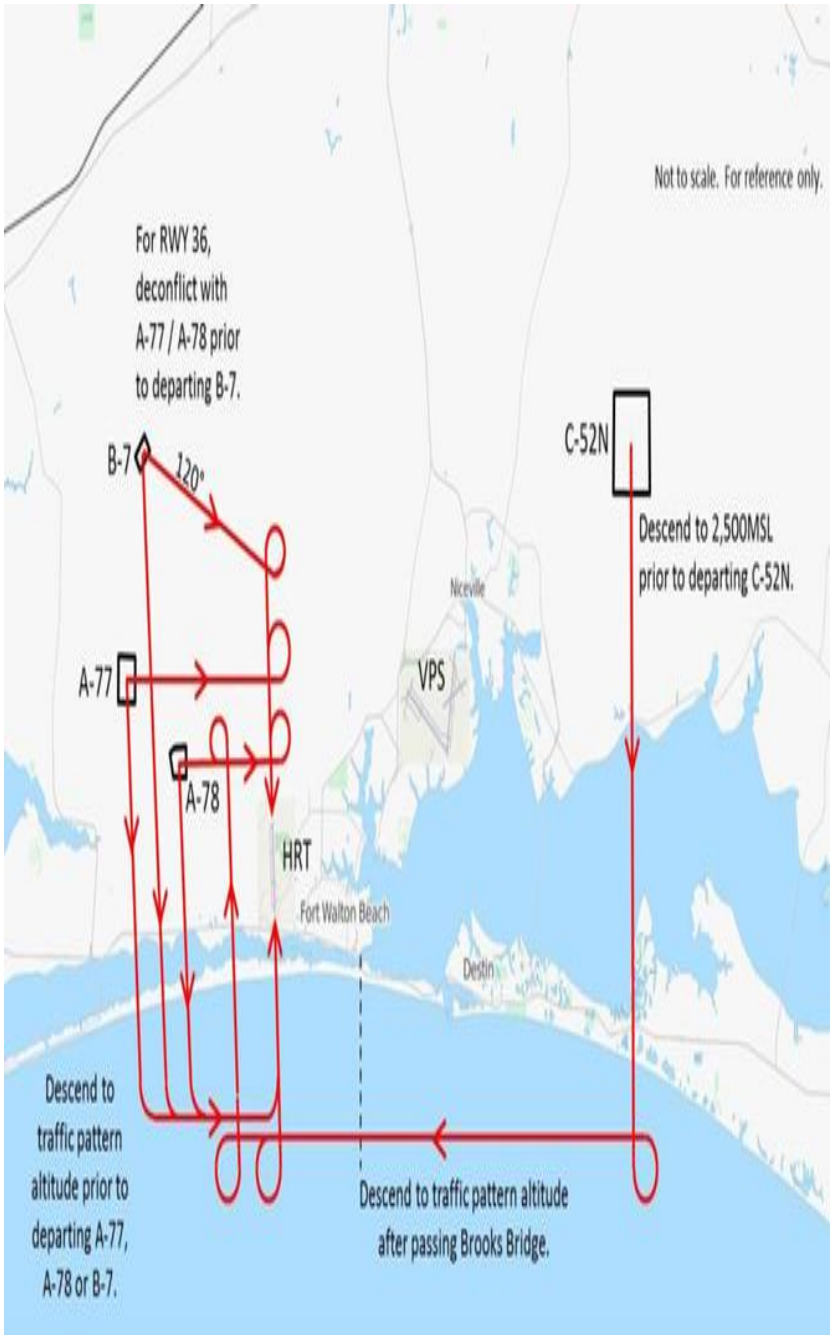
Table A3.1. Liberty Track.

A/R IP SOUTH	**N 31 15.519**	**W086 41.325**
A/R CP SOUTH	**N 31 25.343**	**W086 43.440**
A/R CP NORTH	**N 32 27.312**	**W086 57.068**
A/R IP NORTH	**N 32 37.165**	**W086 59.312**

Attachment 4

AC-130 HOT GUN ROUTES

Figure A4.1. AC-130 Hot Gun Routes.



Attachment 5

EGLIN WESTERN RANGE TRANSITION

Figure A5.1. Eglin Western Range Reference Points for Transit Procedures.

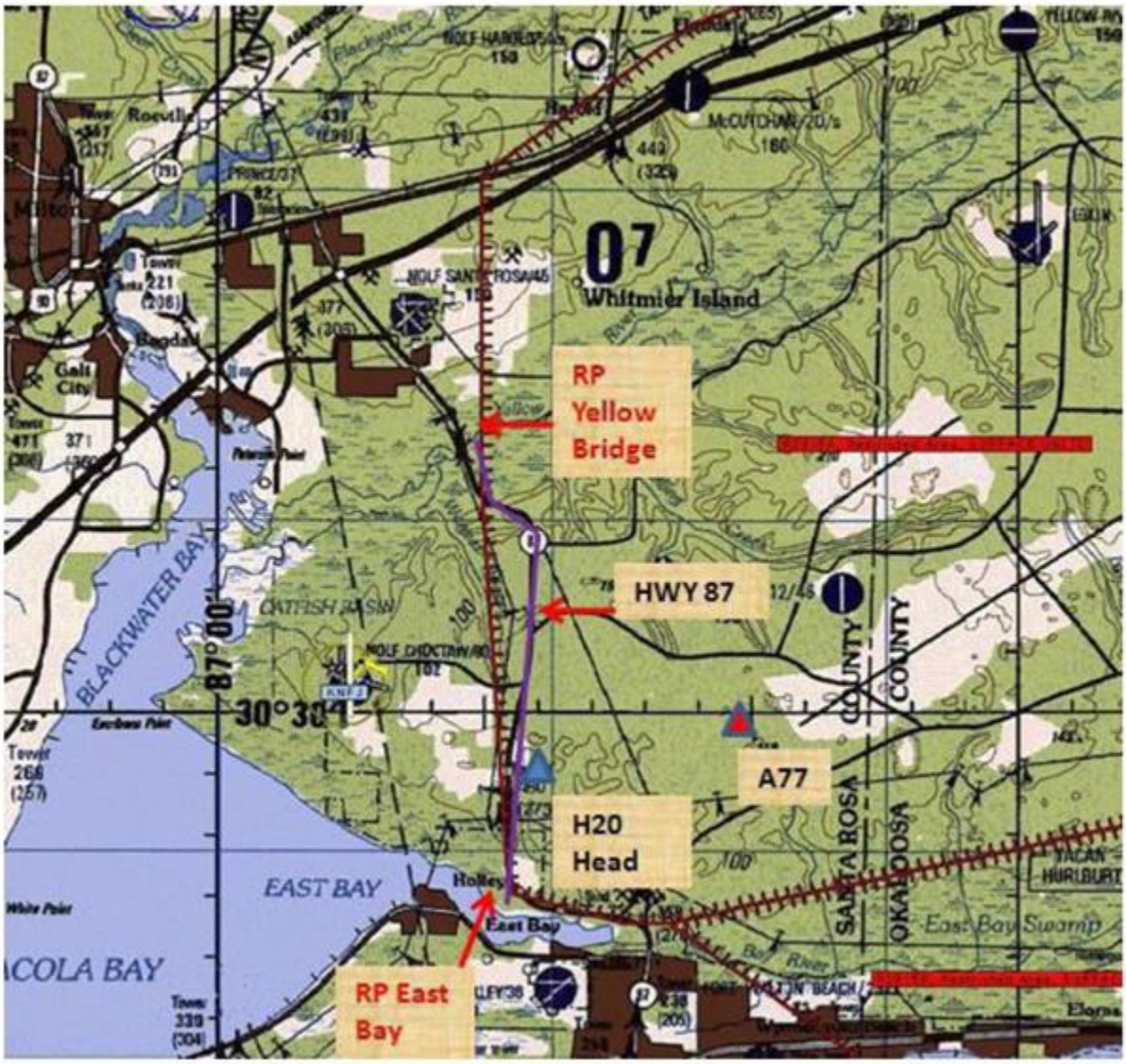
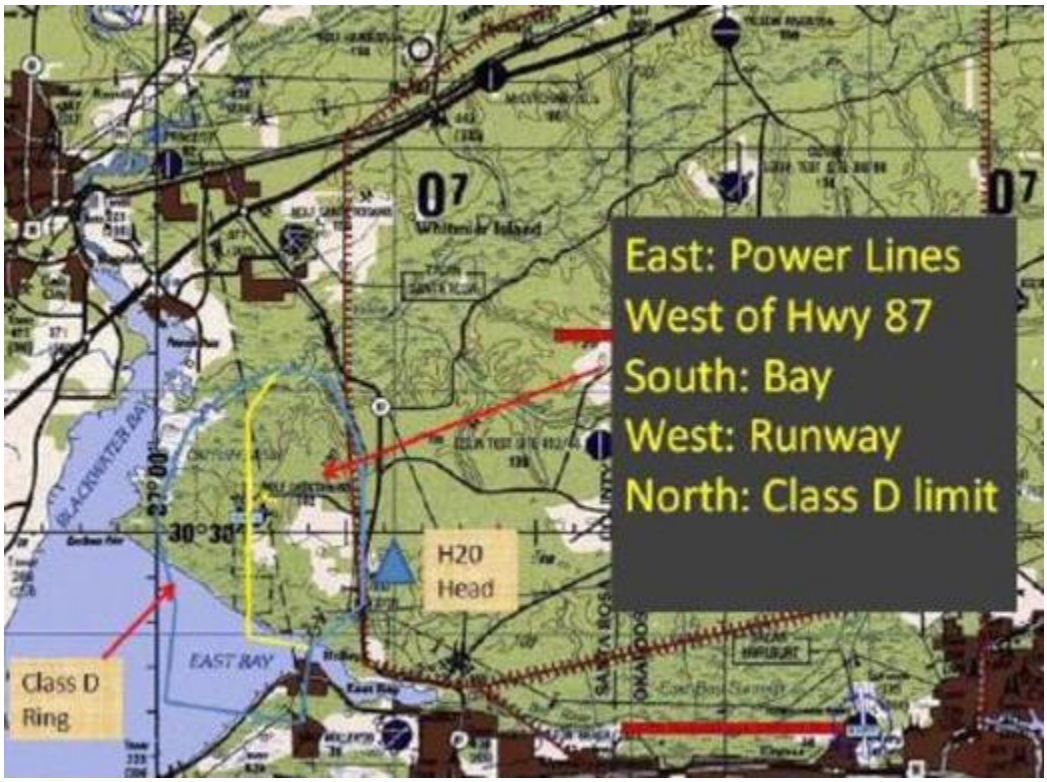


Figure A5.2. RPA Operating Location.



Attachment 6

EGLIN TEST AND TRAINING RANGE TARGET LISTS

A6.1. ETTR Targets. Live-fire training targets on A-77, A-78, B-7 and C-52N are subject to frequent relocation/reconstruction and therefore accurate coordinates and descriptions are not available. The lists and graphics in this attachment are for reference only.

A6.2. A-77 Test Targets. Targets 1 through 19 are scattered throughout A-77 and are used for live-fire training. In addition the named targets sets below, any target on the impact area of A-77 proper is valid. IU/JCAS targets are limited to TT-numbered targets only.

A6.2.1. **A-77 Target Descriptions.**

A6.2.1.1. TT-1 Five trucks in a line NW-NE and a tank.

A6.2.1.2. TT-2 16R EU 1483 7348…Five tanks in a circle.

A6.2.1.3. TT-3 16R EU 1492 7315…Five tanks in a line N-S.

A6.2.1.4. TT-4 16R EU 1508 7330…10 vehicles (tanks and trucks) in a circle.

A6.2.1.5. TT-5 16R EU 1523 7332…Two APCs and two trucks in a line N-S.

A6.2.1.6. TT-6 16R EU 1456 7323…Four trucks in a line E-W.

A6.2.1.7. TT-7 16R EU 1459 7310…Eight vehicles (APCs, tanks, and trucks).

A6.2.1.8. TT-8 16R EU 1454 7289…One Art and two APCs.

A6.2.1.9. TT-9 16R EU 1520 7275…One tank.

A6.2.1.10. TT-10 16R EU 1529 7274…One tank.

A6.2.1.11. TT-11 16R EU 1548 7298…Five trucks in a line E-W.

A6.2.1.12. TT-12 16R EU 1547 7378…Two trucks in a line E-W.

A6.2.1.13. TT-13 16R EU 1554 7340…Three trucks E-W.

A6.2.1.14. TT-14 16R EU 1554 7370…One van.

A6.2.1.15. TT-15 16R EU 1535 7383…One tank.

A6.2.1.16. TT-16 16R EU 1492 7341…Fuel tank.

A6.2.1.17. TT-17 16R EU 1494 7342…Fuel tank.

A6.2.1.18. TT-18 16R EU 1472 7340…Three fuel tanks.

A6.2.1.19. TT-19 16R EU 1543 7354…Urban Concrete Target Array.

A6.2.1.20. TT-20 through TT-35 IU/JCAS target sets (vehicles and simulated personnel).

Figure A6.1. A-77.

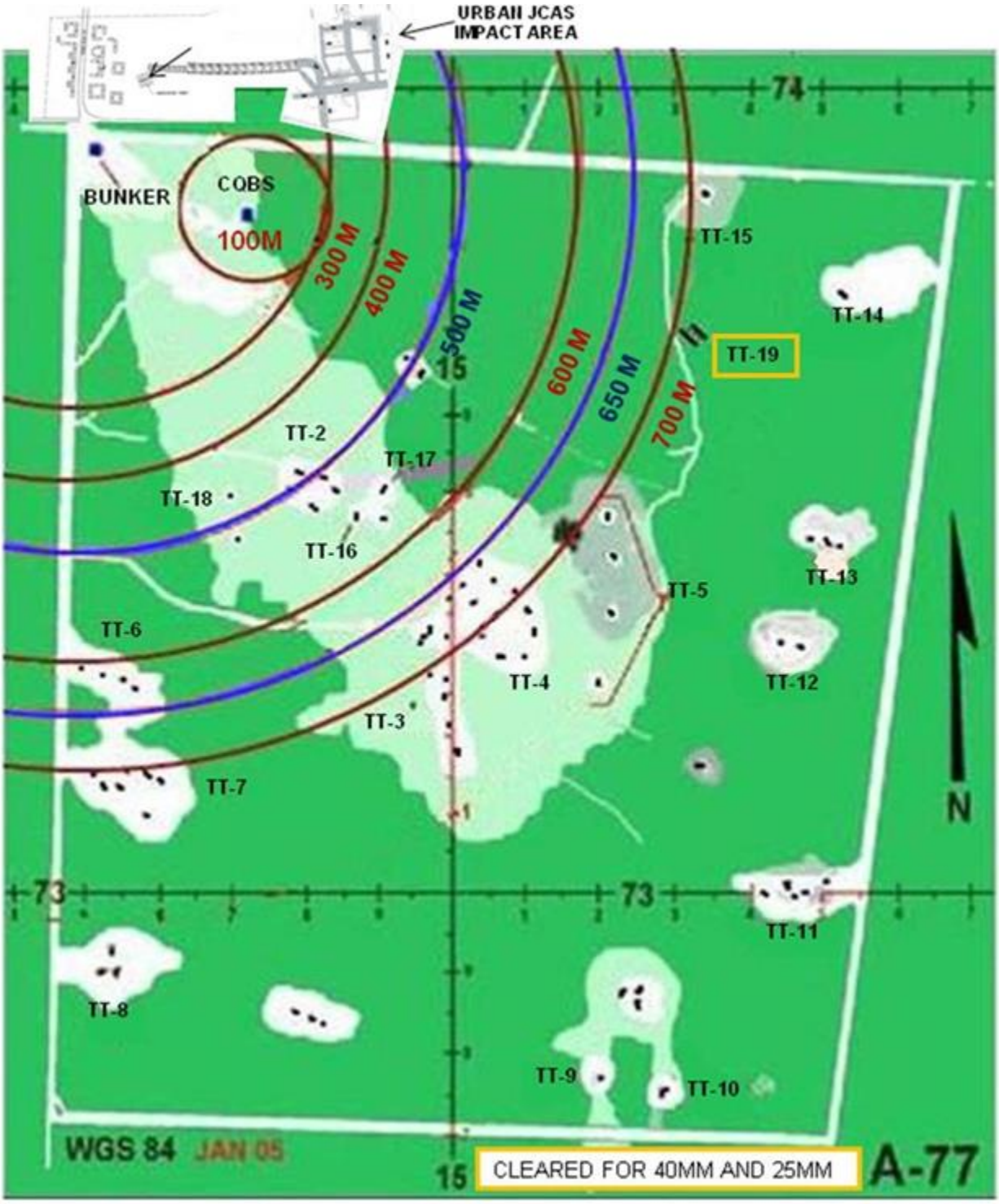


Figure A6.2. A-77 IU/JCAS Impact Area.

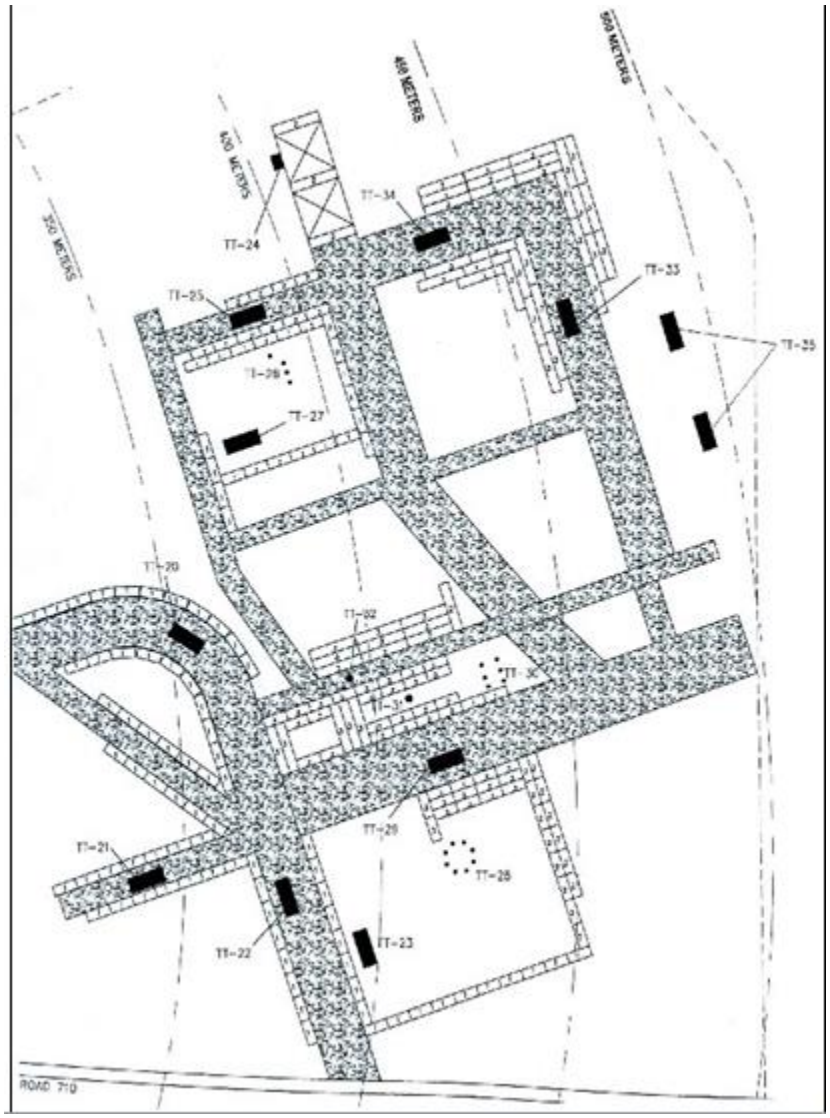


Figure A6.3. A-78.

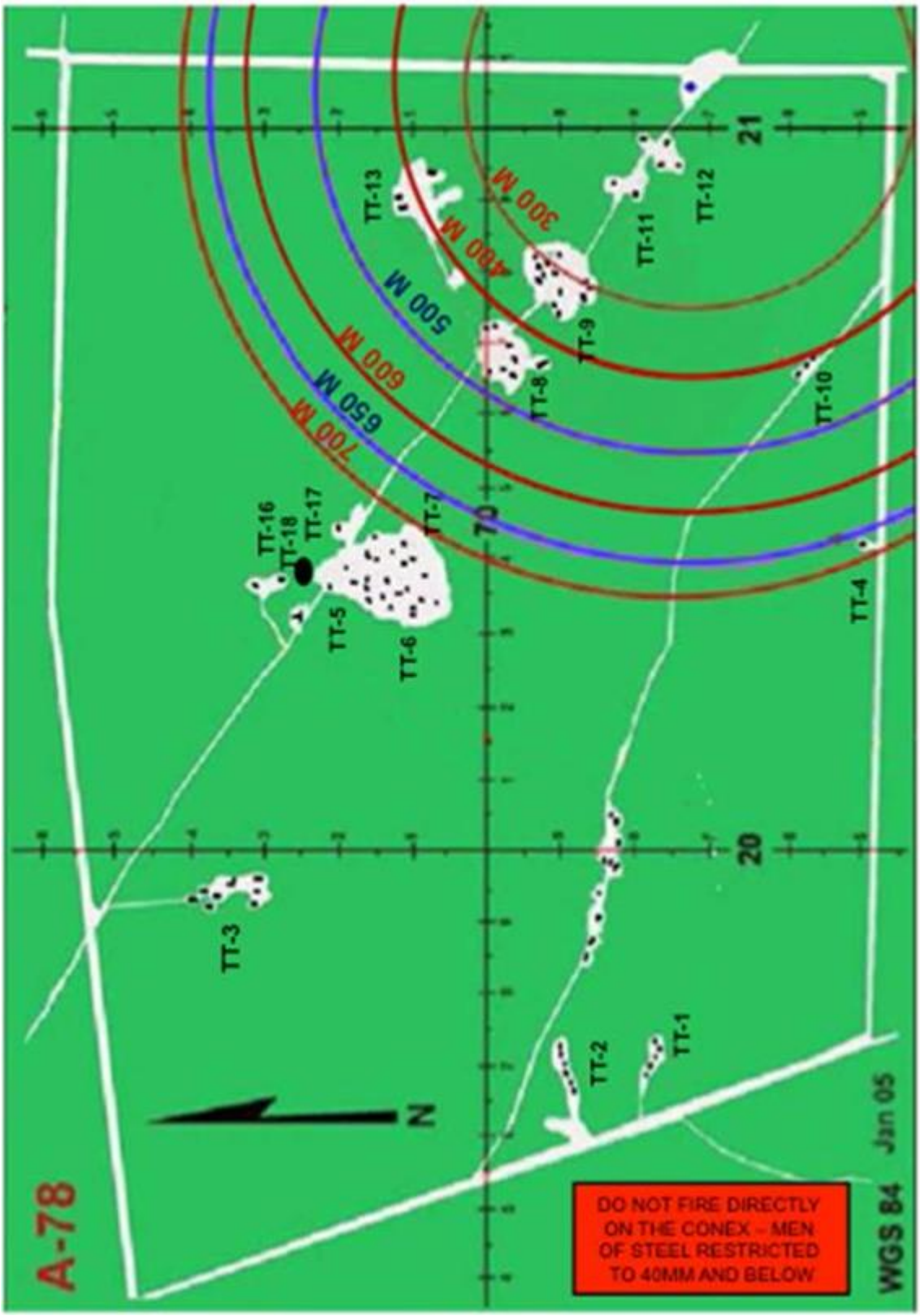
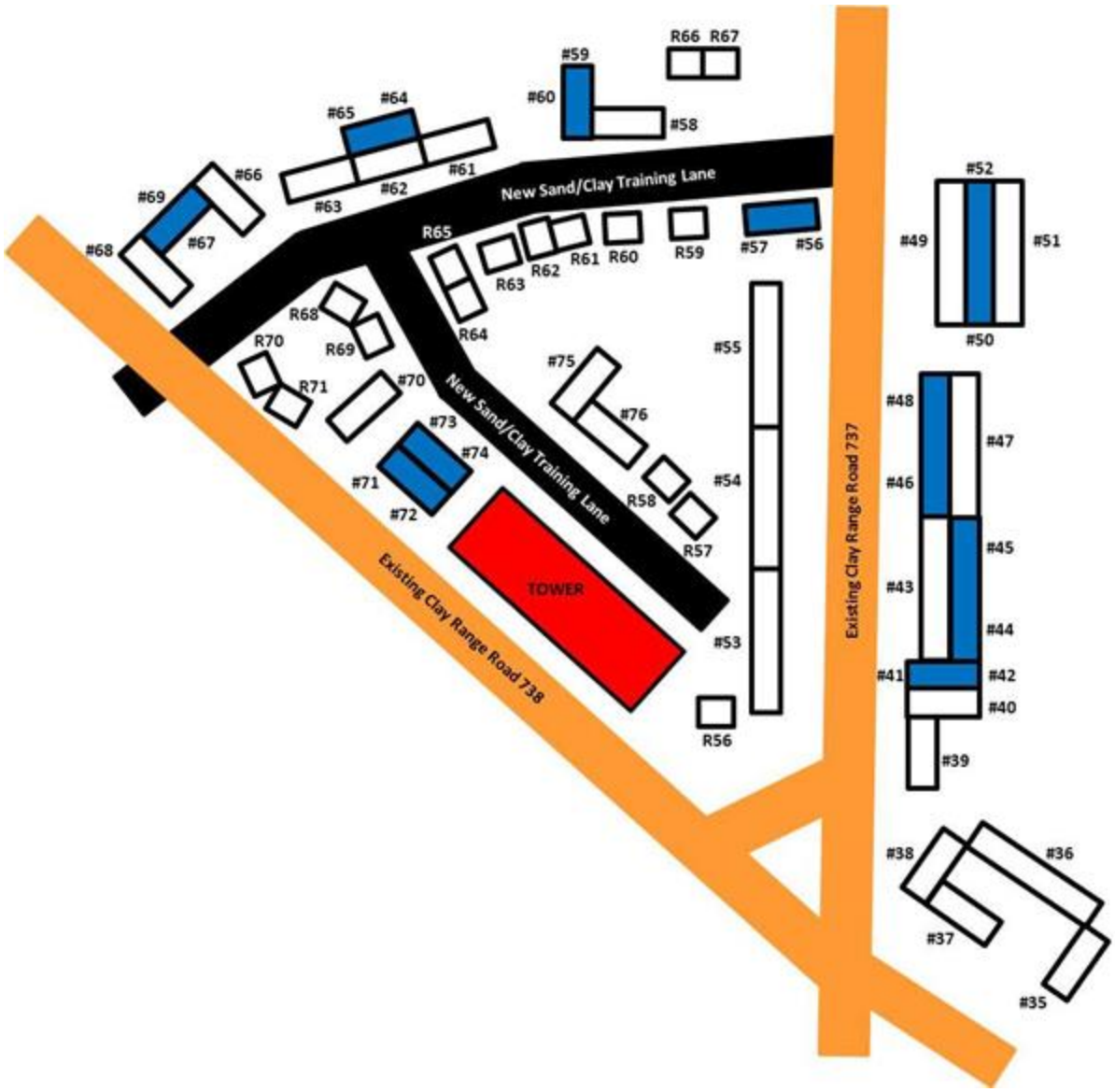


Figure A6.4. A-78 MOUT Layout.



A6.4. B-7 Test Targets. Targets 1 through 17 are scattered throughout B-7 and are used for live-fire training. In addition the named targets sets below, any target on the impact areas of B-7 is valid. See also paragraph 4.10.6.1.

A6.4.1. **B-7 Target Descriptions.**

A6.4.1.1. TT-1 16R EU 1722 8204…Truck.

A6.4.1.2. TT-2 16R EU 1723 8200…Fuel Farm.

A6.4.1.3. TT-3 16R EU 1733 8181…Multiple target sets. Restricted to 14 WPS.

A6.4.1.4. TT-4 Three mortars.

A6.4.1.5. TT-5 16R EU 1692 8136 to 16R EU 1669 8159…Six Bunkers.

A6.4.1.6. TT-6 Three Trucks.

A6.4.1.7. TT-7 Vehicle.

A6.4.1.8. TT-8 Four Bunkers and a van.

A6.4.1.9. TT-9 Fuel Supply.

A6.4.1.10. TT-10 Water Supply.

A6.4.1.11. TT-11 16R EU 1679 8125…Command Bunker.

A6.4.1.12. TT-12 16R EU 1672 8124…Tank.

A6.4.1.13. TT-13 1676 8120…Weapons Carrier.

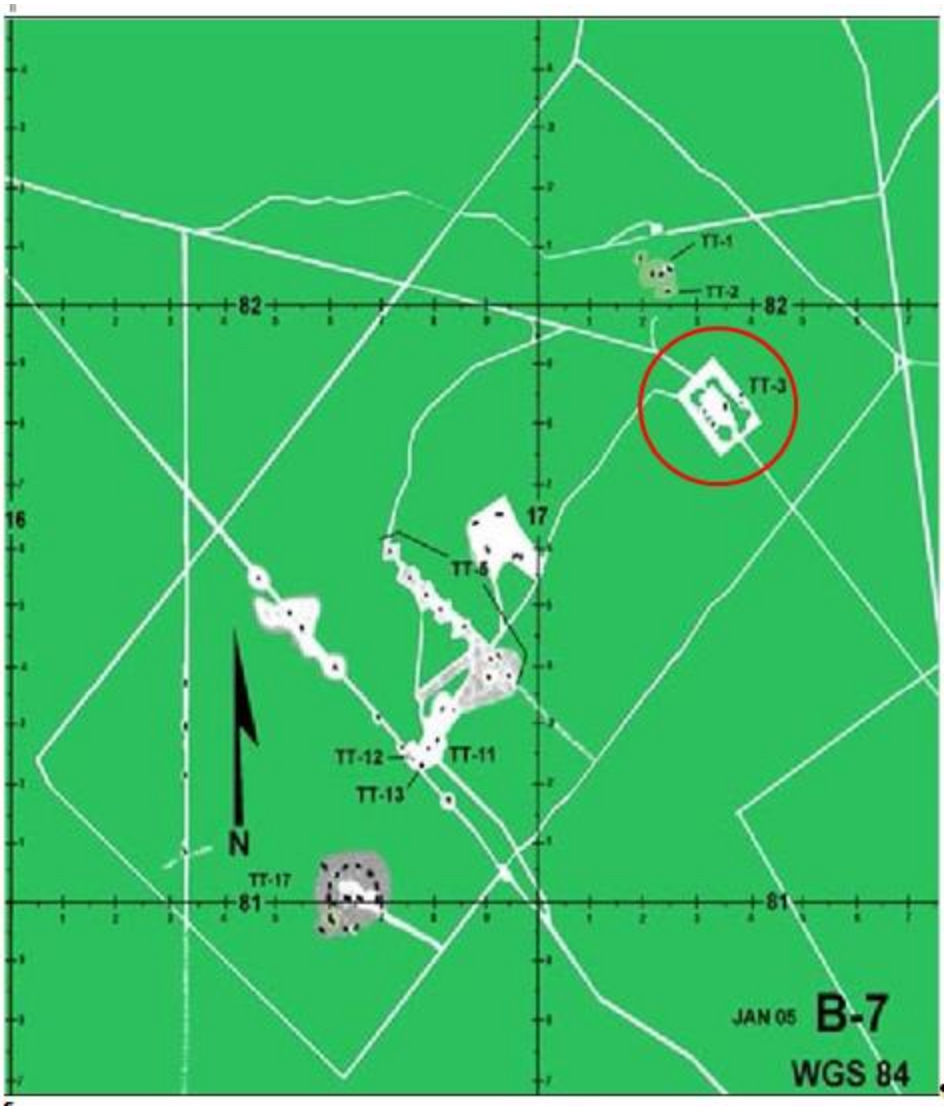
A6.4.1.14. TT-14 Jeep.

A6.4.1.15. TT-15 Truck.

A6.4.1.16. TT-16 Truck.

A6.4.1.17. TT-17 Two Trucks.

Figure A6.5. B-7.



A6.5. C-52 Test Targets. Targets 1 through 22 are scattered throughout C-52 and are used for live-fire training. See paragraph 4.10.7.

A6.5.1. **C-52 Target Descriptions.**

A6.5.1. TT-1 16R EU 6480 8251…Sand Pit Target Area.

A6.5.2. TT-1A 16R EU 6479 8266…Silhouette Target.

A6.5.3. TT-2 16R EU6424 8233… Scoring Circle.

A6.5.4. TT-3 Skip Bomb Boxes.

A6.5.5. TT-4 16R EU 6524 8240…Tactical Convoy.

A6.5.6. TT-5 16R EU 6530 8267…Factory Target.

A6.5.7. TT-6 16R EU 6518 8203…Tactical Convoy.

A6.5.8. TT-7 16R EU 6462 8216…Old Mound.

A6.5.9. TT-8 16R EU 6475 8168…Cat Eye.

A6.5.10. TT-9 16R EU 6398 8120…Tactical Convoy.

A6.5.11. TT-10 16R EU 6392 8070…Bombing Grid.

A6.5.12. TT-12 16R EU 6493 8117…Tactical Convoy.

A6.5.13. TT-12A 16R EU6469 8144…Tactical Target.

A6.5.14. TT-13 16R EU 6393 7890…Tactical Target.

A6.5.15. TT-15 16R EU 6463 7942…Photo Resolution Target.

A6.5.16. TT-17 16R EU 6399 8101…Rocket Target.

A6.5.17. TT-18 16R EU 6455 8235…Tactical Convoy.

A6.5.18. TT-19 16R EU 6366 8098…Hard Impact Pad.

A6.5.19. TT-20 16R EU 6448 7791…Field 8 N-S Runway.

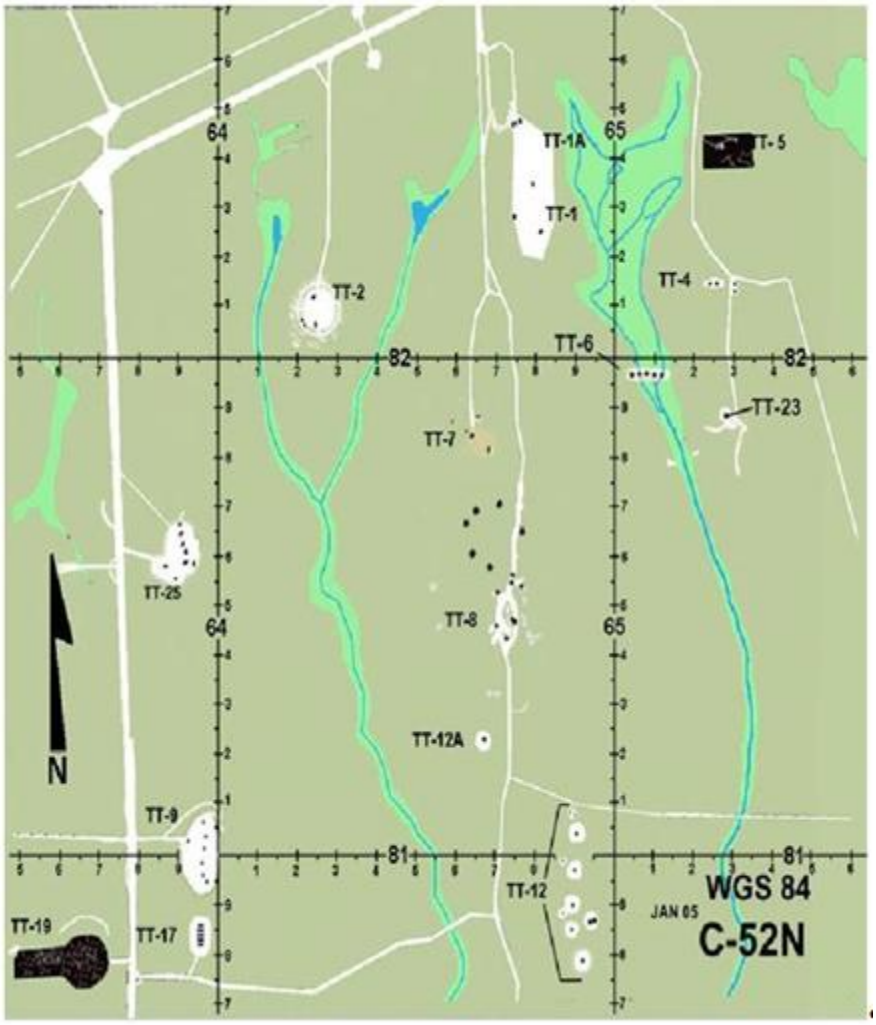
A6.5.20. TT-21 16R EU 6517 7822…Field 8 NE-SW Runway.

A6.5.21. TT-22 16R EU 6475 7875…Bomblet Grid.

A6.5.22. TT-23 16R EU 6535 819 Tactical Target.

A6.5.23. TT-25 16R EU 6386 8178…Tactical Target.

Figure A6.6. C-52N.



Attachment 7

HURLBURT FIELD DIAGRAM

Figure A7.1. Hurlburt Field Diagram.

ATTACHMENT 8

INFORMATION COLLECTION GUIDE FOR AIRDROP MALFUNCTIONS/INCIDENTS OR OFF-DZ DROPS

A8.1. The aircraft commander/aircrew will collect and/or document the following information for any suspected or known airdrop (AD) malfunction/incident or off-DZ AD to expedite investigation and execution of the airdrop review panel (ADRP). For any/all off-DZ incidents or airdrop malfunctions caused or suspected of being caused by rigging or load malfunction, 1 SOG/OGK will attempt to have a JAI member present at the ADRP. In all cases, the crew will preserve and pass info in soft-copy/electronic format to ensure expedient data gathering. This is especially important when off-station crews must pass info to a geographically separated organization/ADRP.

1. Aircraft Commander, DZSO/DZCO, and JM cell phone contact info; also pass to 1 SOW/CP upon initial notification of incident
2. Drop date/time:
3. Units involved (flying, supporting, supported):
4. DZ name/location/survey:
5. Drop aircraft/MDS/Gross Weight/Flap Configuration:
6. Drop type/procedures (VISUAL/SYSTEM/JMD):
7. Weather (preflight/planning AND in-flight observations):
8. Total jumpers/bundles for all drops:
9. Pre/In-flight CARP/HARP/LAR location/data:
10. Run-in heading, airspeed, altitude, and GPS position at time of drop:
11. GPS moving map/PFPS trail file:
12. Drop scores from intended PI for ALL drops:
13. GPS landing location of jumper/bundle per DZCO:
14. Known/suspected injury or collateral damage:
15. Event-sequence narrative/statement from each crew member, DZSO/DZCO, JAI, JM, and injured/off-DZ jumper (when applicable):
16. Description and/or pictures of remaining AD equipment/rigging materials to include damage:
17. DD Form 1385- Cargo Manifest
18. DD Form 2131 - Passenger Manifest
19. DD Form 1748 - Joint Air Drop (AD) Inspection Record
20. DD Form 365-4 – Weight and Balance Clearance Form F-Transport
21. AFSOC Form 97 - Aircraft Incident Worksheet
22. AFSOC Form 87 - AFSOC Mission Weather Briefing
23. AF Form 4327a – Crew Flight (FA) Flight Authorization