

**BY ORDER OF THE COMMANDER  
301ST FIGHTER WING**

**AIR FORCE INSTRUCTION 11-2F-16V3**



**301ST FIGHTER WING  
Supplement**

**22 MARCH 2022**

**Flying Operations**

**F-16-OPERATIONS PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**ACCESSIBILITY:** Publications and forms are available for downloading or ordering on the e-Publishing website at <http://www.e-publishing.af.mil>.

**RELEASABILITY:** There are no releasability restrictions on this publication.

---

OPR: 301 OG/OGV

Certified by: 301OG/CC  
(Colonel Benjamin R. Harrison)

Supersedes: AFI11-2F-16V3\_301FWSUP, 3 July 2017

Pages: 14

---

This supplement extends the guidance of Air Force Instruction (AFI) 11-2F-16, Volume 3, 4 February 2020. It contains local information and directives pertaining to air operations at the 301st Fighter Wing (301FW), Naval Air Station Joint Reserve Base (NAS JRB), Fort Worth, Texas. It is designed to be used in conjunction with NASJRBFTWINST 3710.1E, *NAS JRB Fort Worth Air Operations Manual*, AFI 11-214, *Air Operations Rules and Procedures*, AFI 11-218, *Aircraft Operations and Movement on the Ground*, AFI 11-301, *Aircrew Life Support Program*, AFI 11-418, *Operations Supervision*, AFI 11-2F-16V1, *F-16 Aircrew Training*, AFI 13-212, *301 FWSUP1, (Falcon Bombing Range)*, AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, AFTTP 3-3.F-16, *Combat Aircraft Fundamentals-F-16* and the *457th Fighter Squadron Pilot Guide*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 33-363 and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using Air Force (AF) Form 847, *Recommendation for Change of Publication*; route AF Form 847 from the field through the appropriate functional chain of command. 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***

Clarified night Link 16/SADL procedures. **Paragraph 8.1.4.9.5** added to include Dyess SFO procedures, opposite direction takeoff/landing procedures, NFW SFO altitude changes, added Straight-In SFO procedures for NFW, AFI 11-202v3\_ACCsup attachment reference updated for Hot Weather Procedures, Falcon Range contact information updated, and single-ship operations.

3.27.1.1. (Added-301FW) Night/IMC Link/SADL requirement; To comply with the intent of **paragraph 3.27.1**, at least one flight member per element must have full SADL or Link16 capability during night or IMC missions. Full SADL capability is defined as being able to join either a gateway or flight airkey. Reception of surveillance tracks is not required. If no one in the element has full datalink capability, the flight lead will contact the SOF. SOF and flight leads will assess mission complexity and make changes to minimize risk. If risk can be minimized to an acceptable level, the OG/CC or designated representative (SOF) may authorize flights to takeoff with degraded Link/SADL capability.

### ***Section 8A— Introduction.***

8.1.1.1. (Added-301FW) General. This supplement prescribes standard operating procedures for F-16 pilots assigned, attached or visiting the 301 FW. It is directive in nature to standardize local procedures while not restricting mission accomplishment.

8.1.1.2. (Added-301FW) Pilots reading this instruction are advised to have NASJRBFTWINST 3710.1E, NAS JRB Fort Worth Air Operations Manual, AFI 13-212, 301 FW Sup 1, Falcon Bombing Range, and their 457 FS Pilot Guide available for cross reference.

8.1.1.3. (Added-301FW) Deviations from AFI 11-2F-16V3, 301 FW Sup 1, unless emergency or safety of flight dictates, must be approved by the 301st Operations Group Commander (301OG/CC).

#### 8.1.2. Section B. General Policy.

8.1.2.1. (Added-301FW) This supplement complements higher headquarters regulations/directives. It is not intended as a single-source document. When deployed, comply with local procedures for the TDY location or these procedures, whichever are more restrictive.

8.1.2.2. (Added-301FW) Command and Control. The 301 OG/CC exercises control over flying operations through the Supervisor of Flying (SOF). The SOF has the responsibility to safely manage flying operations to maximize unit training and mission accomplishment. The SOF will inform the 301 OG/CC and squadron leadership for all unusual occurrences as time allows.

8.1.2.3. (Added-301FW) Aircraft Divert Instructions. Pilots will reference the 457th Fighter Squadron Pilot Guide for off stations procedures in the event of an aircraft divert.

8.1.2.4. (Added-301FW) Pilot Qualifications. The 457 FS/CC endorses a Letter of Pilot Qualifications listing weather categories and qualifications for assigned and attached pilots. This letter is published by the 457 FS Chief of Training and is maintained electronically.

8.1.2.5. (Added-301FW) Flight Planning/Clearance. Pilots will receive a SOF briefing that includes: weather, NOTAMS, aircraft status, bird status, and information pertinent to assigned sortie prior to beginning the flight briefing.

8.1.2.5.1. (Added-301FW) Pilots will utilize NAS JRB Fort Worth approved stereo flight plans for local flight training if available. These stereo routes authorize non-standard 2 mile formations in accordance with a letter of agreement with Fort Worth Center and Fort Worth Regional Approach control.

8.1.2.5.2. (Added-301FW) Local Weather Procedures. The SOF is responsible for obtaining current weather and NOTAMs information pertinent to flying operations. The SOF will use the resources and procedures outlined in the SOF functional checklist to obtain and post current information.

8.1.2.5.3. (Added-301FW) GO/NO-GO Program. Pilots will verify all required GO/NO-GO items are accomplished prior to the SOF briefing. SARM personnel will review GO/NO-GO prior to SOF briefing and ensure all pilots are in the green prior to issuing tail numbers. SARM personnel will inform the SOF of any pilot that is in the red for GO/NO-GO.

8.1.2.5.4. (Added-301FW) Risk Management (RM). Pilots will complete an RM analysis prior to the SOF briefing. Flight leads and SOFs will address elevated risk areas during the SOF and mission briefing and mitigate as required by the RM sheet.

8.1.2.5.5. (Added-301FW) Bird Aircraft Strike Hazard (BASH). The USN tower supervisor is the BWC authority on NAS JRB Fort Worth. The SOF should recommend any changes to the tower and/or USDA BASH coordinator. If, in the SOFs opinion the BWC should be higher than assigned by the tower, it is their prerogative to change the BWC to a higher level for 301 FW aircraft. At no time will the SOF lower the BWC to lower than what the tower is calling. If the SOF believes the BWC should be lower, they should coordinate with the tower. Ensure the BWC is passed to flights on check in, especially if different than the USN BWC. Pilots will report all hazardous bird activity to air traffic control and the SOF. Pilots will comply with BASH procedures in the 457 FS Pilot Guide.

8.1.2.5.5.1. (Added-301FW) LANDING/PATTERN OPERATIONS:

8.1.2.5.5.1.1. (Added-301FW) NFW BWC LOW – No Restrictions

8.1.2.5.5.1.2. (Added-301FW) NFW BWC MODERATE – Accomplish the minimum number of approaches required to fulfill training/syllabus/checkride requirements. In the absence of any requirements or upon encountering bird activity pilots will execute one approach to a full stop.

8.1.2.5.5.2. (Added-301FW) NFW BWC SEVERE – Mission essential only. Hold until lower BWC or consider diverting to another airfield.

8.1.2.5.5.3. (Added-301FW) BASH PHASE II, (May – Jun and Sep – Oct) OR when the AVIAN HAZARD ADVISORY SYSTEM website ([www.usahas.com](http://www.usahas.com)) model forecasts your route of flight as SEVERE, the following restrictions are in effect:

8.1.2.5.5.3.1. (Added-301FW) ON RANGE: A/G delivers may be flown to the planned or minimum altitudes, but the pop pattern must be flown at 1,000 ft Above Ground Level (AGL) or higher after the range control officer has determined the bird hazard condition is not severe.

8.1.2.5.5.3.2. (Added-301FW) LOW LEVELS: The minimum altitude on low levels or low altitude Military Operating Area (MOAs) will be 1,000 ft AGL. Abort route if dense bird activity observed. Do not accomplish low altitude training (defined as altitude below 5,000 ft MSL) within  $\pm 1$  hour of sunrise or  $\pm 1$  hour sunset.

8.1.2.5.6. (Added-301FW) Survival Vest. Survival vests are not required on local flights. For non-local missions required wear of the survival vest will be determined by the 301 OG/CC based on an RM study of the mission and environmental risk factors.

8.1.2.6. (Added-301FW) Cross Country Procedures. Pilots will reference the 457 FS Pilot Guide for off stations procedures. When on duty, the SOF is the direct representative of the 301 OG/CC. Decision authority is delegated to the SOF for mission accomplishment.

8.1.2.6.1. (Added-301FW) Off station itinerary changes will be coordinated with the 301 OG/CC through the SOF during normal fly window. Outside the normal fly window, coordinate changes directly with the 301 OG/CC or through 457 FS leadership. If direct contact is not established, notify the 301 FW Command Post or, if closed, the Air Force Reserve Command (AFRC) Command Post of itinerary changes.

8.1.3. Section C. Ground Operations.

8.1.3.1. (Added-301FW) EFB Operations. 457FS pilots will ensure their EFBs are updated with the most current versions of programs and publications before stepping to fly. Each pilot will bring a primary and secondary EFB for each flight. Foreflight is the primary program for publications.

8.1.3.2. (Added-301FW) Airfield Diagram. See the 457 FS pilot guide and/or Flight Information Publication (FLIP) publications for airfield diagram.

8.1.3.3. (Added-301FW) Pilots will accomplish Secondary Engine Control (SEC) and Emergency Power Unit (EPU) checks after engine start.

8.1.3.4. (Added-301FW) Hot Weather Procedures. Reference AFI 11- 202V3/ACCSUP1, Attachment 3 and limit ground operations when required.

8.1.3.5. (Added-301FW) Report any holes, rocks, degraded ramp areas or other potential Foreign Object Damage (FOD) to Ground Control and the SOF.

8.1.3.6. (Added-301FW) Quick Check/Arming/De-Arming. Flights will auto push to PRI 19 (53.675) if there is a need to speak with the End of Runway (EOR) Supervisor on the cordless headset. If unavailable, pilots will relay information through the SOF to ground personnel.

8.1.3.6.1. (Added-301FW) All sorties will normally arm/de-arm and hot brake check at EOR. The SOF, with prior coordination with maintenance, will determine if exceptions are warranted for Functional Flight Check (FCF), Cross Country, lack of expendables, etc.

8.1.4. Section D. Flying Operations.

8.1.4.1. (Added-301FW) Takeoff. Terminate AB at 300 kts (350 knots if heavyweight) and execute NAS JRB Fort Worth noise abatement procedures.

8.1.4.1.1. (Added-301FW) Pilots will ensure there is a compatible raised departure end cable available for all takeoffs and landings. In order to meet this requirement, opposite direction takeoffs/landings are authorized if the computed takeoff/landing roll does not exceed 80 percent of the available runway (IAW [para 3.6.3](#) and [para 3.18](#)). The 301 OG/CC or designated representative may authorize takeoffs/landings without a departure end cable.

8.1.4.2. (Added-301FW) VFR Departures. Pilots will remain clear of Dallas/Fort Worth Airport (DFW) Class B Airspace unless specifically cleared to enter by ATC. Unless directed otherwise by air traffic control, execute the following:

8.1.4.2.1. (Added-301FW) RWY 18. Fly heading 180 degrees until reaching 2,500 ft MSL and then turn to desired heading. Subsequent members of the flight will delay turns for the rejoin until reaching 1,700' MSL IAW NAS Fort Worth JRB noise abatement procedures.

8.1.4.2.2. (Added-301FW) RWY 36. Fly heading 330 degrees until reaching 2,500 ft MSL and then turn to desired heading. Subsequent members of the flight will delay turns for the rejoin until reaching 1,700' MSL IAW NAS Fort Worth JRB noise abatement procedures.

8.1.4.3. (Added-301FW) IFR Departures. Unless directed by air traffic control, execute the following:

8.1.4.3.1. (Added-301FW) RWY 18. Fly heading 180 degrees, maintain 3,000 ft MSL.

8.1.4.3.2. (Added-301FW) RWY 36. Fly heading 330 degrees, maintain 3,000 ft MSL.

8.1.4.4. (Added-301FW) Recovery. Pilots will fly 300 KCAS when established below 10,000' MSL. Pilots will remain clear of DFW Class B airspace when operating in the vicinity of NFW or contact air traffic control for Class B clearance. Pilots will use Eagle (NFW 316/6.6) to enter the RWY 18 VFR pattern, or Brook (NFW 190/7) for RWY 36. Jet aircraft will cross these points at 3,000 ft MSL then descend to pattern altitude, 2,200 ft MSL, no later than 4 DME. Be aware that prop aircraft and helicopters may cross the VFR entry points at 1,700 ft MSL. Pilots may enter the VFR pattern at other points with tower's approval.

8.1.4.5. (Added-301FW) Trail recoveries to KNFW are limited to four aircraft maximum. Flight leads must request non-standard spacing from ATC. Normal spacing between aircraft is 2-3nm. In the event of low RCR conditions, increase spacing to 3 NMs and consider limiting the recovery to two aircraft. The last member of the formation will squawk 4000 IAW the LOA with Fort Worth Center. Flight leads will verbalize all speed and configuration changes. Flight leads will direct the formation as follows: slow to 250 knots when established on downwind, upon configuring slow to 180 knots until 3 DME (approximately 2 NMs from runway). At 3 DME, flight leads will direct the flight to slow to FAAS. All aircraft will slow at the same time IAW the flight lead's directions so as to maintain 2-3NM spacing. Lost communications and missed approach are IAW the Radar Assisted Trail Letter of agreement on file in volume III of the FCIF library.

8.1.4.5.1. (Added-301FW) 301 FW aircraft can fly VFR at night provided they maintain flight following and land out of the most precise approach available.

8.1.4.5.2. (Added-301FW) When landing at night, pilots will be vectored to the ILS or PAR if available. If not available, pilots will be vectored to the TACAN or LOC instrument approach. Pilots will not do visual or self-set up approaches unless all instrument approaches are not available.

8.1.4.6. (Added-301FW) Overhead Traffic Pattern. Pattern altitude is 2200 ft MSL. Report Initial at 4 DME, 2200 ft MSL, and 300 KCAS. Report TAC Initial from a 3000 ft line abreast formation at 4 DME, 2200 ft MSL, and 350 KCAS. 5" spacing is standard for initial, while both aircraft break at the same time for TAC initial. In the event 6,000 landing spacing is required, break spacing will increase to 7" for regular initial and wingmen will break 2" after flight lead for TAC initial. The standard direction of traffic is to the west, however east traffic may be flown if requested or

directed by tower. If east traffic is requested, use caution for Meacham Class D airspace 2 miles east of NFW. Pilots will be familiar with Navy pattern operations and terminology. This includes the delta pattern which is a pattern flown at 2,700 ft MSL over the field and will be used for holding or at other times when landing is not immediately desired. Aircraft in the delta pattern will maintain altitude and pattern ground track until cleared. The downwind pattern is a closed pattern flown at 1,700 ft MSL. 301 FW aircraft normally fly the High closed pattern which is flown at 2,200 ft MSL. Weather required for the high-closed pattern is 2,000 ft AGL/3 NM.

8.1.4.6.1. (Added-301FW) When wake turbulence is expected due to calm winds (5 knots or less) or when landing in a light tail wind, spacing will be increased to 6,000 feet minimum.

8.1.4.7. (Added-301FW) Normal Straight-in. Enter the pattern via assigned clearance or the VFR entry points at 3000 ft MSL. For visual straight-in, fly appropriate altitude and ground track for the approach.

8.1.4.8. (Added-301FW) Pattern Re-entry/Breakout. Pilots re-entering the pattern will accelerate to 300 knots, climb West to 1,200 ft MSL until clear of traffic and then climb to 2,200 ft MSL, and proceed to a 4 DME initial unless otherwise directed by tower.

8.1.4.9. (Added-301FW) Simulated Flame Out Patterns. The NFW Simulated Flame Out (SFO) airspace includes 2.5 miles west, 0.5 miles east, and 3 miles north and south of NFW. The vertical dimensions extend up to maximum of 9,000 ft MSL. The 9,000 ft MSL High Key altitude is within the Class B airspace. Prior coordination with Regional Approach, Navy Ground Control Approach (GCA), or Navy Tower is required before climbing or descending into the 4,000 ft - 11,000 ft Class B block above the field. Straight in SFOs must be requested upon initial check-in with Regional Approach or Navy Tower. The coordinated altitudes are 10,000 MSL at 10nm and 5,000 MSL at 5nm.

8.1.4.9.1. (Added-301FW) Weather minimums are 1,000 ft above requested High Key altitude and 5 miles in-flight visibility.

8.1.4.9.2. (Added-301FW) The SFO is a 360 degree circular pattern with all turns flown to the west. If instructed to hold at High Key, pilots will maintain the pattern ground-track and energy for desired SFO parameters.

8.1.4.9.3. (Added-301FW) SFOs at Lawton Municipal Airport. A letter of agreement with Lawton Muni authorizes 301 FW pilots to conduct SFO training. Reference the 457 FS Pilot Guide for SFO procedures at Lawton.

8.1.4.9.4. (Added-301FW) SFOs at Robert Gray Army Air Field (AAF). A letter of agreement with Robert Gray AAF authorizes 301 FW pilots to conduct SFO training. Reference the 457 FS Pilot Guide for SFO procedures at Robert Gray.

8.1.4.9.5. (Added-301FW) SFOs at Dyess AFB (KDYS). A letter of agreement with Abilene Approach authorizes 301 FW pilots to conduct SFO training. Reference the 457 FS Pilot Guide for SFO procedures at Dyess.

8.1.4.10. (Added-301FW) Local Hazards.

8.1.4.10.1. (Added-301FW) The potential for mid-air collision is elevated due to the volume of aircraft in the area and the complex airspace structure. Pilots will use added caution for VFR traffic operating on a certified Visual Flight Rule flyway approximately 5 miles west of the field extending north along the west shore of Eagle Mountain Lake between 1,500ft and 4,500ft.

Aircraft operating in this flyway are not required to be in radio contact with NFW or Regional Approach.

8.1.4.10.2. (Added-301FW) Meacham field operates a flight training school with training areas over Eagle Mountain Lake. These aircraft are often operated by student pilots.

8.1.4.10.3. (Added-301FW) NFW Class D airspace is defined off the KNFW Tacan (CH 24X) and includes airspace extending from the surface up to and including 3,000 ft MSL within a 4.5 mile radius to the West and a 2.5 mile radius to the EAST with extensions north (6.5 miles) and south (6.5 miles) to protect localizer courses, excluding that airspace which is part of the Fort Worth Meacham Class D airspace.

8.1.4.10.4. (Added-301FW) Taxiway Charlie East is a known area of FOD potential. 301 FW pilots will not utilize Charlie East unless coordinated between 457 FS operations and airfield operations.

8.1.4.11. (Added-301FW) NAS JRB Fort Worth Radio Communications. Navy controller radio terminology differs somewhat from Air Force terminology. A Navy Glossary of Terms is located in [Attachment 1](#). 301 FW pilots will be familiar with Navy terminology.

8.1.4.12. (Added-301FW) Alternate Mission Guidance. Air-to-Ground missions loaded with live ordnance will not accomplish alternate missions (Does not apply to hot guns). Alternate missions will normally be flown IAW the squadron standards.

8.1.4.13. (Added-301FW) Fuel Requirements. Divert fuel figures and recommended Instrument Flight Rules (IFR)/VFR bingo fuels are listed in the 457 FS Pilot Guide.

8.1.4.14. (Added-301FW) Functional Check Flight Procedures. FCFs will be conducted IAW T.O. 1-1-300 (Maintenance Operational Checks and Check Flights), T.O. 1F-16C-6 (Scheduled Inspection and Maintenance Requirements), T.O. 1F-16C-6CL-1, and 301 FW Instruction 21-101. In summary, FCFs are required anytime the aircraft's air worthiness is in question, or when required following heavy maintenance (i.e., flight controls, engine, or other systems essential for flight of the aircraft).

8.1.4.14.1. (Added-301FW) FCF Pilot Procedures. FCF qualified pilots will conduct FCF flights IAW T.O. 1F-16C-6CF-1 and T.O. 1F-16C-6CL-1. The FCF Pilot, in conjunction with the Quality Assurance FCF representative, is authorized to modify the FCF profile in order to test only the applicable system(s) in question (i.e., flight control system only following wing change). The 301 OG/CC is authorized to direct a full FCF profile if desired. Flight conditions for FCF flights are normally daylight and VMC. Reference T.O. 1-1-300, Weather Requirements, for exceptions. Pilots will review the current FCF binder maintained in 301 OG/OGV prior to executing the FCF. This binder contains the latest guidance on FCFs and Fort Worth Center Letter of Agreement entitled, IFR Control of Test Aircraft and Handling of IFR Maximum Performance climb Demonstration Aircraft which outlines the current airspace procedures and flight planning guidance.

8.1.4.14.1.1. (Added-301FW) FCF Pilots will normally execute unrestricted climbs during takeoff to ensure they quickly gain a 1 to 1 profile with the air field. Pilots will request the unrestricted climb with ground control and tower will relay approval from Fort Worth Center. FCF Pilots have the authority to waive this requirement if a max performance climb is not necessary to quickly achieve a 1:1 (i.e., FCF conducted for flight control system only).

8.1.4.14.1.2. (Added-301FW) FCF Pilots will be briefed by QA prior to the flight on the aircraft's condition. Pilots will debrief with QA after their flight and complete the AF Form 781 documentation procedures clearing the aircraft for flight.

8.1.4.14.1.3. (Added-301FW) FCFs will be flown IAW the Fort Worth Center Letter of Agreement entitled, IFR Control of Test Aircraft and Handling of IFR Maximum Performance climb Demonstration Aircraft. IAW the LOA, Lockheed Martin Flight Operations is the scheduling authority for the Lomar 1 (North) and Lomar 2 (South) airspace. FCF pilots must call Lockheed Ops (817-763-3615) to file their flight plan. Flight plan routing is found on page 1-6 of the 457th Fighter Squadron IFG. After engine start, FCF pilots will call Lockheed Ops on VHF 123.575 to report engine start and their estimated time until taxi. When ready to taxi, FCF pilots will call Lockheed Ops again to advise they are taxing, and pass their estimated time takeoff time. At EOR once arming is complete and prior to take off, FCF pilots will switch to Spad Ops VHF frequency and remain on that frequency for the entire FCF flight in the event assistance is required from the SOF. Once airborne, Fort Worth ARTC will authorize clearance into the LOMAR airspace and will be the controlling authority for the duration of the FCF flight within the LOMAR airspace. Pilots will ensure they have an operational transponder by requesting a Parrot check with Fort Worth ARTC prior to entering the LOMAR airspace.

8.1.4.14.2. (Added-301FW) FCF Pilot Upgrade program. FCF Pilots must be experienced F-16 pilots selected by the 457 FS DO or CC and approved by the 301 OG/CC. FCF Pilot upgrade program will be IAW the FCF program letter maintain in the FCF binder and in the upgrading FCF pilot's gradebook and will consist of the following:

8.1.4.14.2.1. (Added-301FW) 301 MXG Quality Assurance Visit and Briefing

8.1.4.14.2.2. (Added-301FW) 301 OG/OGV FCF Binder Review (Local guidance, LOA, applicable T.O.s)

8.1.4.14.2.3. (Added-301FW) 2 X Simulators with FCF qualified pilot (first sim will be a demo/over the shoulder FCF profile and 2nd simulator will consist of the UP accomplishing the FCF profile on their own)

8.1.4.14.2.4. (Added-301FW) 2 X FCF Flights in clean configured D Model F- 16 (UP flies in back seat during first sortie and observes FCF qualified pilot fly the FCF profile, 2nd sortie consists of UP flying the FCF profile from the front seat and demonstrating proficiency of the FCF profile)

8.1.4.15. (Added-301FW) Operational Check Flight Procedures. OCFs are accomplished IAW T.O. 1-1-300 (Maintenance Operational Checks and Check Flights). OCFs are accomplished after maintenance is completed on an aircraft in order to verify mission specific equipment is operational and the aircraft is mission ready (i.e., Gun System, Targeting Pod, Fire Control Radar). OCFs will be accomplished by an experienced pilot. Coordination between maintenance and the SOF regarding an OCF will occur prior to mission brief.

8.1.4.15.1. (Added-301FW) OCF Pilots will be briefed by QA prior to the OCF flight. Pilots will debrief with QA after their flight and complete required 781 procedures and documentation.

8.1.5. Section E. Weapons Employment.

8.1.5.1. (Added-301FW) Falcon Range Procedures. Reference the 457 FS Pilot Guide for range procedures and the Falcon Range website, for the latest range Notice To Airman (NOTAM) and target restrictions. The Falcon Range website

(<https://usaf.dps.mil/sites/11989/SitePages/Home.aspx>) contains range data including Target Area and Airspace Maps, Target Coordinates, CAS Briefings, Threat Systems, Weapons and Laser Scoring, Range Regulations, Scheduling and Contact Information. Pilots may also contact Falcon Range at DSN: 639-6300 for more information.

8.1.5.1.1. (Added-301FW) VFR Arrivals. Pilots will contact Sheppard Approach to navigate through the Sheppard MOA enroute to Falcon Range. Transition altitude is 14,500ft MSL.

8.1.5.1.2. (Added-301FW) IFR Arrivals. Coordinate with ATC for IFR descent to the minimum vectoring altitude. Expect vectors to the west of the Falcon Range restricted area.

8.1.5.1.3. (Added-301FW) VFR Departures. The standard range departure is a climbing left turn to depart the range at 14,500 ft MSL to avoid the Sheppard One MOA. Contact Sheppard Approach/Sheppard Area Monitor for traffic advisories. If unable to climb to 14,500 ft MSL due to weather, but a VFR departure is desired, depart the range at VFR hemispherical altitudes at or below 7,500 ft MSL.

8.1.5.1.4. (Added-301FW) IFR Departures. If unable to depart VFR, contact ATC (Sheppard Approach or Ft Sill Approach) for an IFR pick-up. Anticipate delays in the coordination process.

8.1.5.2. (Added-301FW) Air-to-Air. Local Air Combat Training is normally conducted in the Brownwood MOA. The Brownwood MOA is subsonic below Flight Level 300. Area description, restrictions, and frequencies are contained in the 457 FS Pilot Guide and applicable letter of agreement. The Brownwood MOA is bordered by high density arrival corridors into DFW International Airport. Strict adherence to MOA boundaries is crucial to avoid conflicts. Pilots will not exit the MOA without approval from Fort Worth Center. To avoid delays, pilots will normally notify Fort Worth Center 5 minutes prior to exiting the Brownwood MOA to coordinate either VFR with flight following or an IFR recovery.

8.1.6. Section F. Abnormal Procedures.

8.1.6.1. (Added-301FW) Single Frequency Approach (SFA). NFW does not have a published SFA. All emergency aircraft will utilize local UHF frequencies for Air Traffic Control (ATC) communications. The SOF will communicate with the emergency aircraft on SPAD Ops or flight aux frequency. After landing, pilots will be directed to contact the fire chief on 119.125.

8.1.6.2. (Added-301FW) Controlled Jettison Procedures. Use all possible means to jettison ordnance/suspension equipment on a controlled range. Reference the 457 FS Pilot Guide for additional information and specific guidance.

8.1.6.3. (Added-301FW) Controlled Bailout Area. Advise the SOF and Tower of your position and nature of emergency. Reference the 457 FS Pilot Guide for additional information and specific guidance.

8.1.6.4. (Added-301FW) Hot Brakes. Aircraft with known or suspected hot brakes will notify Tower or Ground Control, remain in the Hot Brake area in either the north or south EOR and comply with the procedures in the 457 FS Pilot Guide.

8.1.6.5. (Added-301FW) Emergency Power Unit (EPU) Activation. If the EPU has been activated in flight, notify air traffic control and utilize the Hydrazine areas at either the north or south EOR if able to clear the runway. If the EPU activates on the ground, stop the aircraft, notify ground control and declare a ground emergency. Follow guidance in the 457 FS Pilot Guide.

8.1.6.6. (Added-301FW) Hung Training Ordnance. If standard methods to release on the range have failed, recover back to NFW, avoiding populated areas, to a straight-in with a chase aircraft. Notify the SOF and comply with AFI 11-2F-16 V3 and the 457 FS Pilot Guide procedures.

8.1.6.7. (Added-301FW) Gun Malfunction. If a gun malfunction occurs on range, safe the gun and do not attempt another firing. Terminate range events and follow gun malfunction procedures in the 457 FS Pilot Guide.

8.1.6.8. (Added-301FW) Weather Recall and Divert. The SOF issues recall/divert through controlling agencies, contacting the flight on their Aux Frequency, via the Gateway and, if necessary, on Guard. Flight leads, if able, will acknowledge recall/divert instructions by contacting the SOF and relaying fuel status.

8.1.6.9. (Added-301FW) Search and Rescue Procedures. The flight lead will normally be designated as the on-scene commander and will attempt to establish communication with the downed pilot and assess the downed pilot's condition. The on-scene commander will mark the downed pilot's position, establish communication with command/control agencies, and relay the pilot's position and status. In no case will the on-scene commander, or any other flight member stay below established bingo fuel, unless a new bingo is set based on an alternate landing location.

8.1.6.10. (Added-301FW) Out of Battery Arresting Gear. When the arresting gear is out of battery (tripped) the following actions shall be taken:

8.1.6.10.1. (Added-301FW) Aircraft shall be informed immediately that the gear has been tripped and given the location. CALL SIGN, RUNWAY 18/36 ARRESTING GEAR OUT OF BATTERY, LANDING WILL BE AT YOUR OWN RISK. If unclear about the Tower Controllers intentions or if time and gas is critical, query the controller and inform them that landing will be made at own risk. There is in excess of 10,500 feet of runway available beyond either approach end cable, pilots are authorized to land at their own risk if they deem appropriate.

8.1.6.11. (Added-301FW) Lightning Warning within 5nm Procedures. MOC is responsible for announcing lightning within 5 NMs over the LMR red network. Maintenance will complete the shut-down of any aircraft in the chocks and then proceed to shelter. Aircraft not in chocks will contact SOF for instructions. Aircraft in EOR that are not dearmed will remain in place with engines running until 800 pounds fuel remaining. Upon reaching 800 pounds, MX will send out essential personnel to chock the aircraft, pin the EPU, and authorize engine shutdown. Aircraft that are de-armed may continue to taxi to 301st ramp but will not park in the sun shades without MX personnel present. Upon reaching 800 pounds fuel remaining, MX will send out essential personnel to marshal the aircraft into parking, chock the aircraft, pin the EPU, and authorize engine shutdown. Upon shutting down, pilots and MX personnel will proceed to shelter.

8.1.6.12. (Added-301FW) Icing. 301FW pilots will avoid operating in areas where moderate or severe icing has been reported or forecasted. If trace or light icing is expected, climb or descend to minimize time in IMC. The SOF will determine icing severity based on ATC received PIREPS and AF weather data.

8.1.6.13. (Added-301FW) Single Ship Operations are IAW AFI 11-214 para 5.4.4.

BENJAMIN R. HARRISON, Colonel, USAF  
Commander

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

AFI 11-202V3/ACC1, *General Flight Rules*

AFI 11-209, *Air Force Participation in Aerial Events*

AFI 11-214, *Aircrew, Weapons Director, and Terminal Attack Controller Procedures for Air Operations*

AFI 11-2F-16V3, *F-16—Operations Procedures*

AFI 11-418/301 FW Sup 1, *Operations Supervision*

AFI 13-212, *Falcon Range, Weapons Ranges*

AFRCI 11-201, *Flight Operations*

*DoD Flight Information Publications (FLIPS)*

T.O. 1F-16C-1, *Flight Manual*

NAS JRB FORT WORTH INSTRUCTION 3710.1H – *Air Operations Manual*

***Adopted Forms***

Air Force Form 847, *Recommendation for Change of Publication*

***Abbreviations and Acronyms***

**AAF**—*Army Air Field*

**AGSM**—*Anti-G Straining Maneuver*

**AGL**—*Above Ground Level*

**AMXS**—*Aircraft Maintenance Squadron*

**ATC**—*Air Traffic Control*

**AUX**—*Auxiliary*

**BASH**—*Bird Aircraft Strike Hazard*

**BWC**—*Bird Watch Condition*

**DFW**—*Dallas / Fort Worth Airport*

**DME**—*Distance Measuring Equipment*

**EOR**—*End of Runway*

**EPU**—*Emergency Power Unit*

**FCF**—*Functional Check Flight*

**FLIP**—*Flight Information Publication*

**FOD**—*Foreign Object Damage*

**GCA**—*Ground Control Approach*

**IAW**—*In Accordance With*

**IFR**—*Instrument Flight Rules*

**IMC**—*Instrument Meteorological Condition*

**JRB**—*Joint Reserve Base*

**Letter of Xs**—*FS Letter of Certification*

**MOA**—*Military Operating Area*

**MOC**—*Maintenance Operations Center*

**MSL**—*Mean Sea Level*

**MX**—*Maintenance*

**NAS**—*Naval Air Station*

**NOTAM**—*Notice To Airman*

**OCF**—*Operational Check Flight*

**OPS Sup**—*Operations Supervisor*

**PRI**—*Primary*

**RM**—*Risk Management*

**QA**—*Quality Assurance*

**SADL**—*Situation Awareness Data Link*

**SEC**—*Secondary Engine Control*

**SFA**—*Single Frequency Approach*

**SFO**—*Simulated Flame Out*

**SOF**—*Supervisor of Flying*

**TO**—*Technical Order*

**VFR**—*Visual Flight Rules*

### ***Terms***

#### **NAVY TERMS**—*Listed below*

**BREAK LONG**—Continue toward the upwind end and take interval on traffic reported by the tower. Tower may issue specific breaking point based on traffic (i.e., upwind numbers, mid-field, \_\_\_ mile upwind).

**CLOSED TRAFFIC**—Standard Federal Aviation Agency (FAA) term to describe successive operations involving takeoffs, landings, or low approaches where the aircraft does not exit the traffic pattern. Not to be confused with USAF Closed Pattern.

**HIGH CLOSED**—Term used to describe traffic pattern typically used by USAF aircraft. USAF aircraft use the term to request an inside/high pattern (3/4 - 1 mile wide/2200 ft MSL).

**DELTA/DELTA PATTERN**—Racetrack holding pattern overhead the airfield at 2700 ft MSL in a clean configuration, right turns for RWY 17, left for RWY 35.

**DOWNWIND**—Traffic pattern leg at 1700' MSL between 1 - 1/2 NM and 2 miles abeam the landing runway, 150 - 170 knots and gear down for successive approaches.

**FCLP**—Field Carrier Landing Practice. Simulated Aircraft Carrier Pattern.

**PREVENTATIVE CONTROL**—Preventative Control is different from other airport traffic control in that repetitious routine approval of pilot action is eliminated. Controllers intervene only when they observe a traffic conflict developing. Most commonly used to issue landing clearance to formation flights.

**RE-ENTER**—Depart the pattern to the west and report inbound as directed by the tower. This term is normally used when the pattern is full and minimal delay is required before the tower can accept additional aircraft.

**REPORT NUMBERS**—Position over the active runway numbers jet aircraft may be required to report on an Overhead Approach. Term does not authorize break. After the pilot reports Numbers, the control tower will issue break instructions.

**ROLL AND GO**—Term used by non-fighter aircraft to indicate that a touch and go maneuver will use a longer portion of the runway.

**TAXI TO YOUR LINE**—Once clear of the runway, approval is granted to taxi to the established parking area via preferred taxi routes.

**UPWIND NUMBERS**—Runway numbers at the departure end of the runway. Used to specify break point for overhead approaches.