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SECRETARY OF THE AIR FORCE**

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Flying Operations

FIGHTER AIRCRAFT DELIVERY



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This publication implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations*. It outlines responsibilities and procedures for movement of fighter aircraft worldwide using the services of the Air Combat Command (ACC) Air Operations Squadron (AOS). It prescribes flight rules that govern coronet operations for aircraft under AOS movement control (MOCON). This publication applies to all Regular Air Force, Air Force Reserve and Air National Guard personnel. This publication does not apply to the United States Space Force. Ensure that all records generated as a result of processes prescribed in this publication adhere to Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and are disposed of in accordance with the Air Force Records Disposition Schedule, which is located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) listed above using the Department of the Air Force (DAF) Form 847, *Recommendation for Change of Publication*; route DAF Forms 847 from the field through the appropriate functional chain of command. This publication may not be supplemented or further implemented or extended at any level. The authorities to waive wing/unit level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See Department of the Air Force Manual (DAFMAN) 90-161, *Publishing Processes and Procedures*, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or to Air Combat Command Director of Operations (ACC/A3), for non-tiered compliance items. The use of any name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Department of the Air Force.

SUMMARY OF CHANGES

This document has been substantially revised and needs to be completely reviewed. Major changes include: (1) Clarification of waiver authority for movements of Foreign Military Sales/Partner Sales aircraft and for live ordnance, (2) Guidance on coronet movements non-supported by Tanker Airlift Control Center (TACC) using volunteer tankers, (3) Procedures for determining where the tanker and fighters can separate, (4) Guidance on TACC and AOS coordination, (5) Requires that configuration changes requiring new profiles within 72 hours of launch must be coordinated through the unit's Operations Group commander (OG/CC), (6) Requires units to confirm if a missed refueling base with less than 8,000 feet and no cables meets the aircraft series Air Force Manual (AFMAN) requirements, (7) Removes search and rescue (SAR) procedures reference, (8) Changes destination fuel and missed refueling base fuels to reflect best endurance instead of maximum endurance, (9) Clarifies when a flight duty period (FDP) waiver must be coordinated, (10) Allows Air Operations Squadron Commander (AOS/CC) or designated representative to approve waiver of Missed Refueling Base (MRB) minimums to 700 feet and 2 statute miles (SM) (or 500 feet and 1 SM above approach minimums), with concurrence of the unit's OG/CC, (11) Changes wave height used for planning to combined wave heights in place of significant wave heights, Other minor changes.

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Chapter 1

GENERAL

1.1. Basic Authority.

1.1.1. The term “coronet” denotes movement of air assets, usually fighter aircraft, in support of contingencies, rotations, and exercises or aircraft movements for logistics purposes (Air Force Doctrine Publication (AFDP) 3-36, *Air Mobility Operations*). For the purpose of this instruction, coronet refers to air refuellable fighter aircraft movements operating under MOCON, typically with a transoceanic leg, transiting the Mediterranean Sea, or between Alaska and the Continental United States (CONUS). AOS exercises MOCON for all coronet missions as defined in [paragraph 1.4](#).

1.1.2. AOS communicates directly with major commands (MAJCOMs), other Services, the Department of State, embassies, and foreign governments to move aircraft in accordance with (IAW) this instruction.

1.2. Waiver Authority. Unless otherwise directed in this publication, ACC/A3 is the waiver authority for compliance items in this instruction not identified with a tier number.

1.2.1. Flight Duty Period (FDP) waiver (see example at [Attachment 7](#)) will be accomplished at the appropriate level per AFMAN 11-202 Volume 3, *Flight Operations*, within the pilot’s/aircrew’s chain of command. If a pilot/aircrew is attached to another organization for flying duties, the attached organization’s chain of command is responsible for FDP and night landing waivers for the pilot/aircrew. Coronet movements supporting Foreign Military Sales (FMS)/Partner Sales will normally include pilots/aircrew from multiple organizations/commands, which may result in separate waivers from multiple organizations. See [paragraph 6.2.4](#), of this instruction.

1.2.2. Units desiring to land at night due to operational factors such as circadian rhythm disruption must obtain a night landing waiver (see example at [Attachment 8](#)) from the Wing Commander (WG/CC) or equivalent of the organization with possession of the aircraft.

1.2.3. If Missed Refueling Base (MRB) approval is required (see [paragraph 3.3.11.3](#)), it will be coordinated by the organization with possession of the aircraft.

1.2.4. Reference [Attachment 2](#) when determining when approval authority changes.

1.3. Request for Support.

1.3.1. Coronet requests should be submitted to AOS no later than the end of the third week of each quarter (January, April, July and October) to schedule missions in the following quarter (see [Attachment 3](#)). Units must provide mission details (e.g., dates, itinerary, and number/type of receivers). Once the initial request has been submitted, changes could jeopardize tanker or mission support.

1.3.1.1. Units requesting dual role support (i.e., units requesting cargo movement on tankers supporting the movement of combat aircraft) must submit their requests using Airlift Integrated Interface (A2I) application via the <https://tacc.us.af.mil> website. Special Assignment Airlift Mission (SAAM) requests must be submitted and validated IAW

Defense Transportation Regulation (DTR) 4500.9-R, *Part II Cargo Movement, Appendix Q. (T-1)*

1.3.1.2. SAAM requests are submitted in the A2I application. SAAM requests require significant lead time and must be submitted IAW Air Mobility Command Instruction (AMCI) 11-208, *Mobility Air Forces Management*.

1.3.2. Foreign governments requesting coronet support must have an implemented FMS case. The use of an Acquisition and Cross-Servicing Agreement (ACSA) will be approved on a case-by-case basis by ACC/A3.

1.3.2.1. The United States Air Force (USAF) organization requesting coronet services on behalf of a foreign customer will verify the supporting FMS case has scope and funding for mission execution. Where USAF tankers support is requested, the case requires scope to reimburse Air Mobility Command Financial Management (AMC/FM).

1.3.2.2. The movement of international F-35 aircraft may involve the use of a supporting FMS case or a direct fund Military Intergovernmental Purchase Request (MIPR) from the Joint Program Office (JPO), as some procuring countries do not use the FMS case mechanism. The JPO program manager is responsible for identify the source of foreign funds to support the coronet mission.

1.3.2.3. The use of an ACSA is not supported for a pre-planned activity like a coronet mission and will be approved on a case-by-case basis. When approved, Air Combat Command Logistics Readiness Division (ACC/A4RX) will verify the ACSA can be used to provide reimbursement to AOS for fighter aircraft planning and execution of aircraft ferry support services. Air Operations Squadron Resource Advisor (AOS/RA) will be responsible for filling out the order form prescribed in the respective ACSA or Implementing Arrangement (IA) and sending it to ACC/A4RX. ACC/A4RX will load order form data into ACSA Global Automated Tracking and Reporting System (AGATRS). AOS/RA will send the completed ACSA order form and substantiating documents to Defense Finance and Accounting Service (DFAS) for reimbursement. If tanker/airlift support is required, Air Mobility Command Financial Management and Controller Division (AMC/FMFFS) and United States Transportation Command Judge Advocate Global Operations (USTRANSCOM/JA/J3) will verify the ACSA can be used to reimburse AMC.

1.4. Scope of Control.

1.4.1. MOCON is the authority to initiate and terminate flights and direct or vary itineraries while enroute. AOS exercises MOCON for all AOS coronet missions. AOS exercises MOCON of aircrews from 24 hours before the first scheduled takeoff through landing at the final destination. AOS exercises MOCON of aircraft from takeoff through landing at the final destination. Aircrews require AOS approval prior to leaving a mission when the aircraft have not been delivered to their final scheduled destination.

1.4.1.1. Air Force Reserve (AFR) and Air National Guard (ANG) aircrew. AOS exercises MOCON of aircrews when they enter Title 10 United States Code (USC) status AFR and ANG members (brought to federal active duty service via orders authorized under 10 USC, *Armed Forces*) to execute the mission but will start no earlier than 24 hours before the first scheduled takeoff through landing at the final destination.

1.4.1.2. If a unit desires to assume MOCON of aircraft from AOS prior to their final scheduled destination, the unit Operations Group Commander (OG/CC) or equivalent must provide written or e-mailed MOCON acceptance. **(T-3)** A sample notification is contained in **Attachment 4**.

1.4.2. USAF International Affairs organizations are responsible for informing foreign Points of Contact (POCs) of AOS's MOCON throughout the mission and to the point of delivery. This control includes not just foreign owned assets but any personnel accompanying or directly supporting the mission.

Chapter 2

ROLES AND RESPONSIBILITIES

2.1. Air Operations Squadron (AOS) Responsibilities: Coordinate with deploying units to provide fighter aircraft delivery mission planning and execution services.

2.2. Air Mobility Command (AMC)/Tanker Airlift Control Center (TACC) (618th Air Operations Center (618 AOC (TACC))) Responsibilities. Coordinates with AOS for coronet fighter aircraft delivery. Provides mission planning and execution support for tanker aircraft involved with a coronet fighter delivery and Enroute Support Team Aircraft (ESTA). **Note:** For AOS coronet movements non-supported by United States Transportation Command (USTRANSCOM) or TACC, if the unit is using volunteer tankers and using AOS for planning and MOCON, the volunteer tanker unit will be responsible for coordinating with AOS for mission planning and execution.

2.3. Deploying Unit Responsibilities: The unit is responsible to request AOS support for fighter deployments, as well as request to TACC for associated ESTA support. Unless stated otherwise in the coronet air tasking order (ATO), the deploying unit is responsible for Temporary Duty (TDY) costs of AOS personnel in support of their coronet and will budget accordingly. The deploying unit is responsible for providing the AOS with aircraft-specific flight characteristics and configurations to ensure AOS mission planning is calculated accurately. The unit will provide aircrews for all deliveries.

Chapter 3

OPERATIONS

3.1. Air Combat Command Air Operations Squadron (ACC/AOS) Operations.

3.1.1. AOS Coordination. AOS will coordinate specific coronet requirements with deploying units, publish an ATO, provide refueling requirements to TACC, coordinate diplomatic clearances for Department of Defense (DoD) registered fighter aircraft, coordinate altitude reservations (ALTRV), file fighter aircraft flight plan(s), track the status of all coronet aircraft, and perform lead weather unit (LWU) responsibilities in support of coronet missions. IAW AFMAN 15-129, *Air and Space Weather Operations*, LWU responsibilities include coordinating the issuance, format, and delivery of control weather products (CWPs) with weather units involved in supporting coronet missions; producing CWPs for coronet mission launches, routes destinations and divert bases; conducting MISSIONWATCH of coronet missions; and amending CWPs for coronet missions, as required.

3.1.2. Delivery Control Officer (DCO) Responsibilities. DCOs will:

3.1.2.1. Create, validate, and submit flight plans to the appropriate Air Traffic Service (ATS) agencies including appropriate DoD base operations facilities DCOs, in coordination with the flight lead (FL)/pilot in command (PIC) have the authority to file, amend, or cancel flight plans.

3.1.2.2. Conduct Aircrew Briefings: All coronet aircrew must receive a mission briefing and final briefing. **(T-3)** These briefings are normally done face-to-face. The mission briefing is normally presented the day before mission launch but may be accomplished prior to the final briefing on launch day if agreed to by the deploying unit. DCOs will provide aircrews with a flight plan, route overview, MRB plan, air refueling plan, ALTRV if applicable, and other details required to safely execute the mission. **(T-3)**

3.1.2.2.1. Conduct Mission Briefing: Provides aircrews with AOS guidelines governing coronet missions as well as mission details for the leg to be flown. Aircrews unable to attend the briefing will be required to receive it before flying on a coronet mission. **(T-3)** IAW AFI 11-221, *Air Refueling Management (KC-10, KC-46, and KC-135)* tanker crews and Mission Commander should attend or receive the briefing by other means. If unable, the tanker crew should contact the DCO if possible, for a review of the briefing items.

3.1.2.2.2. Conduct Final Fighter Briefing: The final briefing provides updates and covers any last-minute mission changes. It is normally given 2 hours prior but will start no less than 1+30 hours prior to fighter launch. **(T-3)** Two hours prior to fighter launch is desired brief time to ensure tanker crew attendance. If unable due to tanker mission requirements, the tanker aircraft commander (AC) should ensure at least one member of the crew attends the brief if possible.

3.1.2.3. Will make the “Go/No-Go” execution decision and ensure appropriate coordination with AOS Mission Control Center (MCC), FLs, and TACC. **(T-2)**

3.1.2.3.1. The DCO, FL, tanker AC and TACC Execution Cell representatives must coordinate any decision not to launch (“No-Go”). **(T-2)**

3.1.2.3.2. A “No-Go” decision will not be made earlier than two hours prior to the scheduled fighter takeoff time without prior approval by Air Operations Squadron Commander (AOS/CC) or designated representative. (T-2)

3.1.2.4. Maintain an accurate accounting of all primary and spare aircrew/aircraft.

3.2. Air Mobility Command (AMC)/Tanker Airlift Control Center (TACC) Operations:

3.2.1. TACC Responsibility. TACC is responsible for tanker and airlift support for coronet missions utilizing TACC assigned assets.

3.2.2. Tanker Escort Requirements. Tankers are required to escort receivers on transoceanic legs until receivers can maintain two-way radio communications with air traffic control (ATC) and navigate to their destination or divert base. This is commonly the domestic flight information region (FIR) boundary but may be later. The tanker planner will confirm with the DCO at what point the fighters can relinquish escort. For mid-ocean rendezvous, tankers will escort receivers until the receivers have confirmed two-way radio communications and either positive radar or visual contact with joining tankers.

3.2.3. Fighter Aircraft Monitor (FAM). If a FAM is onboard an escorting tanker, TACC will ensure a headset is available to enable communication with escorted fighters.

3.2.4. Search and Rescue (SAR). In the event of a downed or ditched receiver, the tanker will coordinate with ATC, TACC, etc. to initiate SAR. Tankers should act as the On-scene Commander (OSC) if fuel reserves allow. Remaining receivers proceed to the nearest acceptable divert base (unescorted, if necessary) or continue the mission with the remaining tankers. TACC will coordinate initial SAR efforts.

3.2.5. Collocated Departures. When receivers and tankers are collocated at an airfield, TACC will ensure an additional 1,000 pounds of fuel per receiver is available on the first air refueling to account for fuel burned during initial rendezvous. (T-3) Otherwise, tankers should take off before receivers.

3.2.6. Tanker Fuel Planning. TACC will plan tanker fuel offload based on the AOS 90% worst case profile.

3.2.7. Tanker Slip Capability. At the earliest opportunity, TACC will advise AOS if tanker(s) cannot support a four-hour takeoff window for delays.

3.2.8. Mission Delay. TACC and AOS will coordinate prior to any decision to cancel or slip a coronet mission. See [paragraph 3.1.2.3.1](#). TACC must confirm mission status with AOS prior to launching any tankers not collocated with fighters on a coronet movement. This ensures tankers will not launch if/when known issues (weather (WX), maintenance, etc.) may delay fighter launch.

3.2.9. Tanker Landing Sequence. When a tanker accompanies the receivers to their destination, the tanker should land last if conditions permit.

3.2.10. Enroute Support Team Aircraft (ESTA) Requirements. 618th AOC Airlift Directorate (618 AOC/ALD) will work with the deploying unit and the 618th AOC Allocations Directorate to allocate and plan mission support assets after receiving a validated SAAM request from USTRANSCOM. All mission changes must be re-submitted through A2I and re-validated by

USTRANSCOM prior to 618 AOC (TACC) re-allocation or adjustment of the allocated mission.

3.3. Deploying Unit Operations.

3.3.1. Administrative Control. Unit commanders retain administrative control of their aircraft and aircrews during coronet movements.

3.3.2. Assuming MOCON. If a unit desires to assume MOCON of aircraft from AOS prior to delivery to their final scheduled destination, the unit must provide a written or e-mail acceptance of MOCON signed by the unit's OG/CC or equivalent (see [Attachment 4](#)). (T-3)

3.3.3. Aircrew Leaving Missions. Aircrews require AOS approval prior to leaving a mission when the aircraft have not been delivered to their final scheduled destination.

3.3.4. Range Orientation/Familiarization. Range Orientation/Familiarization is not part of the coronet movement. Units desiring to perform a range orientation or familiarization enroute to an exercise such as RED FLAG, must pre-coordinate with AOS for the assumption of MOCON at a specific point on the coronet route. (T-3) No additional tanker assets will be provided for the range orientation. The unit is responsible for coordinating all range requirements and routing after the point where the unit assumes MOCON.

3.3.5. Dual Role and/or Enroute Support Team Aircraft (ESTA) Request.

3.3.5.1. Requests to move cargo and passengers (dual role and or ESTA) will be submitted by the deploying unit through established logistics or MAJCOM validator channels. (T-3) Units will submit their requests through their logistics channels. SAAM requests must be submitted and validated IAW DoD DTR, *Part II, Appendix Q*. AOS cannot coordinate ESTA support for the unit. Units are responsible for ensuring that requests are re-submitted in A2I when mission changes occur to ensure airlift assets are re-allocated and re-planned as required. Units should reference their Coronet number on all requests.

3.3.5.2. ESTA support will be designated as either Lead or Trail support based upon the requirements of the deploying unit. If mission delays occur more than 24 hours, the allocated support assets may be re-allocated or re-tasked based upon other requirements. Airlift support will then be provided when available via a 618 AOC/ALD planned and executed SAAM mission.

3.3.6. Crew Rest and Aircrew Fatigue.

3.3.6.1. Crew rest and flight duty period (FDP) limitations for USAF aircrews are IAW AFMAN 11-202V3 with the additional restrictions of [paragraph 4.1.5](#), of this instruction. Other Services and foreign air forces will adhere to the more restrictive of this instruction or their own applicable directives.

3.3.6.2. Units should consider the effects of jet lag and the stresses of flights longer than eight hours. Units should consider coordinating for a flight surgeon to brief aircrew on the stresses involved in extended flights and discuss how diet, fluid intake, rest, sedatives or stimulants, and alcohol can affect fatigue and jet lag.

3.3.6.3. Units will internally coordinate and obtain permission for sedative/stimulant use when warranted. See AFMAN 48-149, *Flight and Operational Medicine Program*, for specific instructions on approval process. Allow 48 hours before flight for coordination of

medications from the departing base flight surgeon office. Use of stimulant medications is typically for flights scheduled to take 8 hours or longer.

3.3.7. Aircraft Configuration.

3.3.7.1. Units will ensure their aircraft are configured with the maximum number of external fuel tanks consistent with safe and efficient MRB planning and operational requirements. **(T-3)** Units will not add items to the configuration to reduce airlift requirements. **(T-3)** Immediately coordinate any changes to aircraft configurations specified in the ATO. Changes may require a new flight profile and could change tanker requirements that could jeopardize tanker or mission support.

3.3.7.2. Unit-initiated profile changes within 72 hours of coronet execution must be submitted through OG/CC or equivalent.

3.3.8. Live Ordnance. AOS missions are normally conducted under peacetime rules and procedures, without live ordnance or a hot/armed gun. Units will notify AOS if live ordnance will be carried. If operational control (OPCON) is transferred to another command/organization, the command with aircraft OPCON must obtain MAJCOM/A3 or equivalent (ANG: National Guard Bureau Director of Air Operations (NGB/A3/10)) approval (see [Attachment 9](#)). For the purposes of this instruction, chaff and flares are not considered live ordnance. Units will coordinate with enroute stopover locations and final destination to ensure procedures are in place to safely secure these items. A request to carry live ordnance will consider the following:

3.3.8.1. Political considerations or sensitivities. **(T-2)**

3.3.8.2. Increased lead time for diplomatic clearances. **(T-2)**

3.3.8.3. Security, safety, and storage considerations. **(T-2)**

3.3.8.4. Explosive Ordnance Disposal and Munitions personnel requirements. **(T-2)**

3.3.8.5. Increased tanker requirements due to increased gross weights, reduced fuel loads, and higher drag indices. **(T-2)**

3.3.8.6. Utilization of civilian airfields for MRBs. **(T-2)**

3.3.8.7. Complications for maintenance actions on divert or broken aircraft. **(T-2)**

3.3.9. Aircraft Equipment.

3.3.9.1. Units will ensure aircraft are equipped IAW published directives and the ATO. **(T-3)** Ensure necessary navigation, communication, and air refueling systems are operational. **(T-3)**

3.3.9.2. Units will ensure inspections will remain current through delivery. **(T-3)**

3.3.9.3. Units will equip aircrews with aircrew flight equipment (AFE) according to AFMAN 11-202V3 or service or unit equivalent. **(T-2)**

3.3.9.4. Each aircraft will be flown within 14 days of a transoceanic leg in the planned coronet fuel configuration to ensure applicable aircraft systems and equipment work properly. **(T-3)**

3.3.10. Aircrew Requirements.

3.3.10.1. Aircrews under AOS MOCON must be qualified in the aircraft and air refueling operations IAW AFMAN 11-2 Mission Design Series (MDS)-specific volumes, Allied Tactical Publication (ATP) 3.3.4.2, *Air to Air Refuelling* (sic.) (www.japcc.org/aar), and the U.S. Standards Related Document (SRD) or similar directives for the United States Navy (USN), United States Marine Corps (USMC), etc. **(T-2)** The incorporation of qualified foreign aircrews, or passengers, to a coronet mission will be approved by ACC/A3 on a case-by-case basis.

3.3.10.2. Training is prohibited on coronet movements unless specifically approved by AOS/CC or designated representative. Units should not expect approval of training which increases fuel requirements or decreases the probability of a successful/on-time movement.

3.3.10.3. Units should schedule pilots with the following qualifications:

3.3.10.3.1. Two-ship formation: One two-ship FL (or equivalent).

3.3.10.3.2. Three-ship formation: One four-ship and one two-ship FL (or equivalent).

3.3.10.3.3. Four-ship formation: Two four-ship FLs (or equivalent).

3.3.10.3.4. Five or six-ship formations: Two four-ship and one two-ship FL (or equivalent).

3.3.10.4. Units will provide documentation identifying primary and alternate aircrew selection with qualifications no later than (NLT) 14 days prior to scheduled departure. Acceptable documentation of qualifications is Letter of Certifications (Letter of X's), or an aircrew qualification letter (see **Attachment 5**) signed by an authorized official. Prior to final AOS briefing, the unit must provide a list of aircraft tail numbers and their flight positions. USN/USMC units will provide Bureau numbers (BUNO) along with side numbers.

3.3.10.5. Foreign Clearance Guide (FCG) Requirements. DoD aircrews flying into foreign countries must review and comply with the applicable portions of both the classified and unclassified FCG concerning personnel diplomatic clearance requirements such as North Atlantic Treaty Organization (NATO) orders, passports, visas, Identifications (ID)s, uniforms, customs and immigration, force protection, ancillary training, and immunization requirements. **(T-3)** Non-DoD aircrews (e.g., Foreign, contract, etc.) are required to obtain their own personnel and aircraft diplomatic clearances.

3.3.10.6. TDY/flight authorizations. Units will publish aircrew TDY orders and flight authorizations. TDY orders will include any special statements required by the FCG. **Note:** All ANG personnel supporting combat aircraft deliveries outside the United States (U.S.) will deploy in 10 USC, status. **(T-3)**

3.3.10.7. If an aircrew substitution is required, any additional travel costs are a unit responsibility.

3.3.11. Mission Planning Considerations.

3.3.11.1. Units under AOS MOCON will operate IAW this publication, all applicable flight manuals, instructions, and limits specified by the MAJCOM or its equivalent, whichever is more restrictive. **(T-2)**

- 3.3.11.1.1. Units will comply with any applicable WX requirements that are more restrictive than AFMAN 11-202V3 and this publication and will advise the DCO of those restrictions. Waiver authorities for compliance requirements in those publications must be followed.
- 3.3.11.1.2. Units will review planned MRBs provided by AOS and notify AOS if any concerns about suitability of specific airfields.
- 3.3.11.2. Airborne aircraft spares typically recover at home station. Air spares will not be included in the air refueling plan. Tanker AC may provide fuel to the air spare if required, as long as it does not impact the air refueling plan.
- 3.3.11.3. AOS will notify the unit when any planned MRB has less than 8,000 feet of landing distance available (LDA) and no compatible arresting system. Units must advise AOS of whether the runway meets MDS peacetime minimum requirements. If the MRB runway does not meet MDS requirements, OG/CC (or equivalent) approval is required. See [Attachment 10](#) for a sample waiver request. For ANG, approval is the Air Operations Officer, OG/CC or higher.
- 3.3.11.4. Night Landings. Units desiring to land at night due to operational factors such as circadian rhythm disruption must obtain approval from the WG/CC or equivalent of the organization with possession of the aircraft. **(T-3)** Approvals should be requested early in the planning process to avoid departure timing changes that could jeopardize tanker/mission support.
- 3.3.11.5. Fighter Aircraft Monitors (FAMs). When flying on an escorting tanker, FAMs (after coordination with TACC) must report to the tanker departure base and attend the mission briefing. FAMs will contact the DCO for briefings on mission aspects and launch decisions. **(T-3)** FAMs must carry appropriate aircraft flight manuals and checklists and wear appropriate flight clothing when reporting for duty. **(T-3)** TACC will ensure a headset is available to enable communication with escorted fighters. **(T-3)** Qualified international personnel may serve as a FAM if approved by the AOS/CC.
- 3.3.11.6. Single-Ship Transoceanic Flights: Require MAJCOM/A3 or equivalent (ANG: NGB/A3/10) approval. **(T-2)** If approved, a FAM must be onboard the tanker unless the single-ship aircraft is a multi-seat with at least two qualified aircrew onboard (excluding Flight Surgeons.) **(T-2)**
- 3.3.12. FL or AC Responsibilities. The FL or AC ensures the proper conduct of aircrews on AOS missions:
- 3.3.12.1. Ensures aircrews have appropriate flight information publications (FLIPs) for the entire mission and are familiar with instrument approach procedures for their destination, alternates, and planned MRBs. DoD units are responsible for obtaining training and approval to fly non-DoD approaches. **(T-3)**
- 3.3.12.2. Briefs aircrews on any items pertaining to the mission that were not covered by the DCO. **(T-3)**
- 3.3.12.3. Ensures missions are flown as briefed by the DCO. **(T-3)**
- 3.3.12.4. For departure, destination and all enroute stopover locations:

- 3.3.12.4.1. Ensures storage of classified equipment. **(T-3)**
- 3.3.12.4.2. Ensures documents required by customs, agriculture, immigration, or military authority are completed. **(T-3)**
- 3.3.12.4.3. Arranges billeting, transportation, and aircraft security. **(T-3)**
- 3.3.12.5. Refers to the AOS Aircrew Brochure in the event of diversion.
- 3.3.12.6. Obtains AOS approval to launch. **(T-3)**
- 3.3.12.7. Penetration/Approach/Landing.
 - 3.3.12.7.1. When possible, break up cells or flights in visual meteorological conditions (VMC).
 - 3.3.12.7.2. Land single-ship to a full stop from an instrument approach or visual flight rules (VFR) traffic pattern.
 - 3.3.12.7.3. Ensures pilots will not land in formation except in an emergency. **(T-3)**
- 3.3.12.8. Wind and Sea State Restrictions.
 - 3.3.12.8.1. The AOS CWP will include surface wind and sea states. **(T-2)** When surface wind along the intended route of flight exceeds 35 knots steady state over land (25 knots over water) or when the combined wave height exceeds 10 feet, the OG/CC (or equivalent) must concur with flying in those conditions. This coordination should be done at least 24 hours prior to mission launch, if possible.
 - 3.3.12.8.2. For non-unit movements, the approval is from the leadership of the organization with possession of the aircraft.
- 3.3.12.9. Aircraft Divert and Abort Procedures.
 - 3.3.12.9.1. Diverts. If the landing occurs outside of U.S. controlled areas, aircrews should request assistance from the nearest military attaché or diplomatic representative.
 - 3.3.12.9.2. Aborts.
 - 3.3.12.9.2.1. Ground Aborts: Any single aircraft ground abort must be approved by the DCO in coordination with the MCC. The decision will be based on several factors to include follow-on tanker availability, unit requirements, follow on transoceanic legs, etc. Consideration will be given to delaying the entire mission.
 - 3.3.12.9.2.2. Air Aborts: FLs must consider single-ship coronet restrictions for transoceanic legs when making any decisions regarding a single-ship air abort.
- 3.3.12.10. Flight demonstrations, maneuvers, events or fly-bys are prohibited on AOS missions. **(T-2)**
- 3.3.13. Enroute Maintenance Support.
 - 3.3.13.1. Aircrews will notify the MCC of all aircraft maintenance issues or status changes which may impact scheduled movement of aircraft. **(T-2)**
 - 3.3.13.2. Units will coordinate plans for any flight check or confidence flight with the DCO. **(T-2)**

3.3.13.3. The parent MAJCOM, or equivalent, coordinates and funds all logistics expenses required to repair the aircraft. Owning units are encouraged to solicit maintenance support from the nearest location. **(T-3)**

3.3.13.4. If local WX, host nation restrictions and mission schedule permit, aircraft experiencing an enroute delay will be flown within 14 days of the next transoceanic leg. **(T-3)**

Chapter 4

PLANNING AND EXECUTION

4.1. Planning and Execution Criteria.

4.1.1. Fuels: AOS missions are planned to arrive with 60 minutes of fuel at the destination and 40 minutes of fuel at any MRB. Destination fuel is provided by the deploying unit based on best endurance fuel flow at 10,000 feet mean sea level (MSL). The 60 minute/40 minute fuels do not include fuel for an approach, missed approach and/or landing at the destination.

4.1.1.1. During execution and with the concurrence of the DCO and FL the mission can execute if the winded flight plan shows fuels within five minutes of the planned fuels in [paragraph 4.1.1](#).

4.1.1.2. AOS/CC or designated representative, with concurrence of unit leadership, can approve missions to be planned and executed with fuels lower than [paragraph 4.1.1](#) but not lower than 50 minutes at the destination and 30 minutes at an MRB. Any further reduction in planning/execution fuel calculations requires ACC/A3 approval.

4.1.1.3. The Landing alternate fuel reserve requirement is determined by MAJCOM guidance or other governing documents as appropriate.

4.1.2. Cell Composition. Standard number of receivers per cell is planned at six or less with a maximum of eight. Maximum number of receivers per tanker will be determined by other governing regulations or instruction.

4.1.3. Cell Spacing. Cell spacing for planning purposes will be 30 minutes. Any cell interval less than 30 minutes may be considered during execution if agreed to by, DCO, FL, and Tanker Mission Commanders, and approved by ATC. ALTRV restrictions, onboard sensor capabilities (Radar, Traffic Collision Avoidance System (TCAS), etc.), coronet complexity, inter-cell communications capability, and WX must be considered for any cell spacing less than 30 minutes.

4.1.4. Mission Timing:

4.1.4.1. Missions will normally be planned to arrive at the destination after beginning morning civil twilight (day) and at least two hours prior to the end evening civil twilight (EECT).

4.1.4.2. Missions will be executed to arrive at the destination at or before the end of the approved FDP.

4.1.5. Slip Capability. Missions are normally planned to include a two-hour departure window to account for launch delays or enroute flight time increases. If planned mission flight time exceeds 8.5 hours, the mission will be planned and coordinated for FDP in excess of 12 hours. In these cases, the extended FDP is considered a planned event and a FDP waiver will be required IAW AFMAN 11-202V3. AFMAN 11-202V3 paragraph 3.2.2 does not apply to planned coronet movements. **(T-2) Example:** With normal show at two hours prior to launch and a two-hour departure window, an 8.5 hour flight requires a 12.5 hour FDP.

4.1.5.1. For USN/USMC aircrew, FDP will be IAW Naval Air Training and Operating Procedures Standardization (NATOPS) with the additional requirement that planned FDP

beyond 12 hours will require approval by unit commander up to the maximum FDP allowed by Commander Naval Air Forces Manual (CNAF M)-3710.7, *NATOPS General Flight and Operating Instructions Manual*.

4.1.5.2. For non-U.S. movements, approval for FDP beyond 12 hours for non-U.S. aircrew will be IAW host nation regulations, but as a minimum will require approval by the unit commander. The unit will notify AOS of approved FDP for the movement. **(T-3)**

4.2. Launch Decision. The DCO is responsible for making the decision to launch (“Go/No Go”). The DCO will ensure appropriate coordination with the AOS MCC, FLs, and TACC representatives. **(T-3)**

Chapter 5

WEATHER CRITERIA FOR AOS MISSIONS

5.1. Delivery Control Officer (DCO) Compliance. DCO will ensure mission weather meets requirements of this publication.

5.2. Alternate Required. A destination alternate is required for all AOS missions, regardless of forecast WX. **(T-3) Exception:** If the destination does not have a suitable alternate (civil or military) within two hours flying time, the tanker(s) must have enough fuel available for the receiver aircraft to reach a suitable alternate.

5.3. Weather Minimums.

5.3.1. Takeoff minimums are the most restrictive of the following:

5.3.1.1. Lowest compatible published approach minimums for departure base.

5.3.1.2. The most restrictive pilot weather category (PWC) in the flight, or IAW applicable Service directives.

5.3.2. Destination Filing Minimums. Except for temporary (TEMPO) conditions for thunderstorms and snow/rain showers, the worst forecasted prevailing WX conditions for an airport (estimated time of arrival (ETA) ± 1 hour) must meet or exceed:

5.3.2.1. Ceiling height above ground level/visibility (CIG/VIS) 500 feet and 1½ SM or lowest compatible published approach minimums whichever is greater.

5.3.2.2. The most restrictive PWC in the flight.

5.3.2.3. For remote or island destinations – CIG/VIS 1,000 feet and 2 SM, or 500 feet and 1 SM above the lowest compatible published approach minimums, whichever is greater.

Exceptions: For TEMPO conditions do not apply. (Reference [paragraph 5.2.](#))

5.3.3. Destination Alternate Minimums. Use MAJCOM or other appropriate instructions to determine WX minimums.

5.3.4. Missed Refueling Base (MRB) Minimums. The worst forecast WX conditions for ETA +/-1 hour, to include TEMPO conditions (except those caused by thunderstorms, rain showers, or snow showers) will meet or exceed:

5.3.4.1. CIG/VIS must be at least 1,000 feet and 2 SM, or 500 feet and 1 SM above the lowest compatible published approach minimums, whichever is greater. AOS/CC or designated representative may waive MRB minimums down to 700 feet and 2 SM (not less than 500 feet and 1 SM above the lowest compatible published approach minimums), with concurrence of unit OG/CC or equivalent. **(T-2)**

5.3.4.2. Without a compatible published approach minimum, forecast WX for the Estimated Time of Arrival (ETA) (+/-1 hour) must permit a VFR descent from minimum safe altitude (for landing location) to a VFR approach and landing. **(T-2)**

5.3.4.3. The TEMPO conditions for thunderstorms and snow/rain showers must be no lower than the most restrictive of the following: CIG/VIS 500 feet and 1½ SM, the most restrictive PWC, or the lowest compatible published landing minimums. The AOS

forecaster will determine if TEMPO PROB30 or TEMPO PROB40 will apply and annotate in the CWP. (T-2)

5.4. Runway Condition Reading (RCR) and Crosswind Limits. RCR and crosswind limits are IAW MDS/MAJCOM or equivalent guidance.

Chapter 6

FOREIGN MILITARY SALES (FMS), JOINT PROGRAM OFFICE (JPO) F-35 PARTNER SALES, ACQUISITION CROSS-SERVICING AGREEMENT (ACSA), INTERNATIONAL AFFAIRS (IA) DELIVERIES

6.1. Foreign Aircraft Operation. The USAF must reflect the “character” and “nationality” of state-owned aircraft when supporting movement in international airspace. The character and nationality of the aircraft is based on the pilot or crew in command and not financial ownership.

6.1.1. Liability. The USAF may possess and operate aircraft during the delivery phase in accordance with the terms of the Letter of Offer and Acceptance. Services may also take possession of in-country foreign aircraft when requested via the Letter of Request (i.e., supporting transit to a U.S. maintenance facility or a CONUS exercise event). In the event of an incident in U.S. or international airspace involving an aircraft marked as a U.S. state aircraft and operated by a U.S. crew, the U.S. will lead the safety investigation to determine causes and remedies. **(T-0)**

6.1.2. Aircraft Markings. Aircraft ferried by U.S. service members in international or foreign airspace must carry external U.S. Government markings. These markings should be clearly visible to observers, and any conflicting foreign markings (i.e., a non-U.S. national flag on the tail) must be covered. Non-military pilots contracted to support flight operations, or military pilots from the country owning or purchasing the aircraft, may operate aircraft displaying the markings of the purchasing country. **(T-0)**

6.1.3. Diplomatic Clearances. U.S. military pilots ferrying foreign aircraft will obtain a U.S. diplomatic clearance prior to transiting foreign airspace. Foreign pilots in command of their state-owned military aircraft may not utilize U.S.-obtained clearances through foreign airspace and must obtain a clearance consistent with the nationality of the aircraft. When a Service elects to incorporate a foreign pilot or crew to these missions, in command of one or more aircraft, the foreign-commanded aircraft must be represented by diplomatic clearances reflecting the nationality of the foreign command. **(T-0)**

6.1.4. U.S. Airspace Operations. U.S. military pilots may operate foreign-owned aircraft within CONUS airspace without U.S. Government-specific markings and without a diplomatic clearance obtained by the aircraft-owning country, provided this is adequately communicated to the Federal Aviation Administration. This supports U.S. military pilots integrated into foreign squadrons permanently based in the U.S., temporary test and/or training of newly produced foreign aircraft, and in the rare circumstance a U.S. pilot commands a foreign aircraft within a CONUS exercise event. **(T-0)**

6.2. FMS/JPO F-35 Partner Sales (United States Government (USG) Aircraft Sales).

6.2.1. FMS/JPO F-35 Partner Sales. For FMS/JPO F-35 Partner Sales missions, the Security Assistance Program Manager (SAPM) or Program Manager (PM) for the specific program is responsible for securing fighter aircrew for the ferry. **(T-1)**

6.2.2. Aircrews Flying DoD Registered Aircraft. Aircrews flying DoD registered aircraft with unique avionics configurations require familiarization training prior to the first delivery flight. USAF acceptance pilots familiar with the avionics configuration will determine the appropriate training requirements and will work closely with the SAPM or PM to task only the most

qualified pilots (similar block and engines, etc.) for FMS/JPO F-35 Partner Sales deliveries. **(T-2)**

6.2.3. Foreign Aircrew Observer. The USAF agency requesting AOS support on behalf of a foreign customer will also specify any foreign requests to observe or participate. The information in **Attachment 6** must be provided to AOS/CC for consideration and approval No Earlier Than (NET) 60 days prior to departure.

6.2.4. FMS Waiver Authority. The Air Force Life Cycle Management Center Program office responsible for the delivery of foreign aircraft (per the FMS case) is responsible for obtaining any USAF-internal waivers required to execute the mission as requested. **(T-2)**

Chapter 7

FUNDING AND ACCOUNTING

7.1. Funding and Accounting. Funding responsibilities are IAW DAFI 65-601, Volume 1, *Budget Guidance and Procedures*. Flying time is reported IAW Department of the Air Force Instruction (DAFI) 21-103, *Equipment Inventory, Status, and Utilization Reporting*. **(T-0)**

7.1.1. DCO Travel Expenses. DCO travel expenses are the responsibility of the deploying unit unless noted otherwise in the ATO. Tasked unit (or the tasking higher headquarters (HHQ)) will provide the AOS a fund cite authorization (FCA) or Cross-Organization Funding (Defense Travel System [DTS]: “Cross Org LOA”) authorization NLT 10 days prior to mission launch. **(T-3)**

7.1.2. Programmed Depot Maintenance (PDM)/Aircraft Transfers. DCO and aircrew funding instructions will be included in the ATO. Aircrews will complete authorization and vouchers in DTS and route through AOS for approval. **(T-3)**

7.1.3. FMS Reimbursement: FMS Reimbursement is IAW DoD Financial Management Regulation (FMR) 7000.14-R, Volume 15, *Security Cooperation Policy*, Chapter 8. Funding instructions will be included in the ATO. Aircrews will complete authorization and vouchers in DTS and route through AOS for approval. Aircrews will forward a copy of their completed travel vouchers to Air Combat Command Security Cooperation Division (ACC/IAS) within 5 days of receipt of payment. **(T-3)** Aircrews not using DTS for orders and vouchers must forward a copy of paid travel voucher to ACC/IAS within 5 days from receipt of payment. **(T-3)** The payment voucher must show the Line of Accounting, Voucher Number and Breakout of all paid expenses. Aircrew members who are filing vouchers must send more than just the completed Department of Defense (DD) Form 1351-2. *Travel Voucher or Subvoucher*. **(T-3)**

7.1.3.1. Travelers for FMS ferry missions must follow same Federal Travel Regulations as if they were on USAF movements. **(T-0)**

7.1.3.2. Travel to the FMS mission initial launch point should be 2 days before mission launch date unless operational needs require an earlier arrival. Arriving earlier than needed could cause aircrews to be charged leave. Personnel who need to arrive early must notify ACC/IAS Aircraft Financial Manager so that early arrival may be noted on the approval letter for funding. **(T-3)**

7.1.4. Mission Number and Emergency and Special Program (ESP) Code. DCOs will provide both the coronet mission number and the ESP code (if known) when creating the travel authorization to assist in timely authorization approval. **(T-3)**

7.1.5. ACSA Payments. Reimbursement is IAW AFI 25-301, *Acquisition and Cross-Servicing Agreements*. An Acquisition and Cross-Servicing Agreement is a bilateral agreement between the U.S. and the military forces of foreign countries and/or international organizations for the exchange of logistics support, supplies, and services (LSSS) during exercises, training, or emergencies. U.S. law prohibits buying, selling, giving, and loaning support to another country without legal authority as provided in the ACSA statute. **(T-0)**

7.1.5.1. All ACSA financial transactions are managed through reimbursable processes and are to be executed with payment-in-kind (PIK), replacement-in-kind (RIK), or equal value exchange (EVE). AGATRS is the official system of record to manage and track all ACSA transactions. All approved ACSA orders will be loaded into AGATRS, with proof of reimbursement support, to ensure full auditability. **(T-0)**

7.1.5.2. The ACSA/Mutual Logistics Support (MLS) Order Form is generated in AGATRS by the responsible MAJCOM A4/Logistic Readiness Squadron (LRS) who then notifies FM. **(T-2)**

7.1.5.3. The FM POC must understand where the ACSA order is being funded to understand where the reimbursement will be collected. Base and MAJCOM FMs can answer questions and provide clarification. Base FMs are the primary contact. **(T-0)**

JAMES C. SLIFE, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

10 USC, *Armed Forces*

AFDP 3-36, *Air Mobility Operations*, 28 June 2019

AFI 11-221, *Air Refueling Management (KC-10, KC-46, and KC-135)*, 5 June 2020

AFI 25-301, *Acquisition and Cross Servicing Agreements*, 3 June 2016

AFI 33-322, *Records Management and Information Governance Program*, 23 March 2020

AFPD 11-2, *Aircrew Operations*, 31 January 2019

AFMAN 11-202V3, *Flight Operations*, 10 January 2022

AFMAN 15-129, *Air Space and Weather Operations*, 9 July 2020

AFMAN 48-149, *Flight and Operational Medicine Program (FOMP)*, 13 October 2020

AMCI 11-208, *Mobility Air Forces Management*, 8 February 2017

ATP 3.3.4.2, *Air to Air Refuelling [sic]*, 26 April 2019

CNAF M-3710.7, *NATOPS General Flight and Operating Instructions Manual*, 5 May 2016

DAFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 1 November 2022

DAFI 65-601V1, *Budget Guidance and Procedures*, 22 June 2022

DAFMAN 90-161, *Publishing Processes and Procedures*, 15 April 2022

DTR 4500.9-R, *Part II, Cargo Movement*, 1 May 2014,

DoD FMR 7000.14-R, *Security Cooperation Policy*, 1 October 2021

Forms Adopted

DAF Form 847, *Recommendation for Change of Publication*

DD Form 1351-2, *Travel Voucher or Subvoucher*

Abbreviations and Acronyms

A2I—Airlift Integrated Interface

AC—Aircraft Commander

ACC—Air Combat Command

ACSA—Acquisition and Cross-Servicing Agreement

ADCON—Administrative Control

AFB—Air Force Base

AFDP—Air Force Doctrine Publication

AFE—Aircrew Flight Equipment
AFI—Air Force Instruction
AFMAN—Air Force Manual
AFR—Air Force Reserve
AGATRS—ACSA Global Automated Tracking and Reporting System
ALTRV—Altitude Reservation
AMC—Air Mobility Command
AMCI—Air Mobility Command Instruction
ANG—Air National Guard
AOC—Air Operations Center
AOR—Area of Operational Responsibility
AOS—Air Operations Squadron
ATC—Air Traffic Control
ATO—Air Tasking Order
ATP—Allied Tactical Publication
ATS—Air Traffic Service
Blk—Block
BUNO—Bureau Numbers
CCDR—Combat Commander
CIG/VIS—Ceiling Height Above Ground/Visibility
CNAF M—Commander Naval Air Forces Manual
CONUS—Continental United States
CWP—Control Weather Product
DAF—Department of the Air Force
DAFI—Department of the Air Force Instruction
DAFMAN—Department of the Air Force Manual
DCO—Delivery Control Officer
DD—Department of Defense (In relation to forms i.e., DD Form 1351-2)
DFAS—Defense Finance and Accounting Service
DoD—Department of Defense
DSN—Defense Switched Network
DTR—Defense Transportation Regulation

DTS—Defense Travel System
ECL—English Comprehension Level
EECT—End Evening Civil Twilight
ESP—Emergency and Special Program
ESTA—Enroute Support Team Aircraft
ETA—Estimated Time of Arrival
EVE—Equal Value Exchange
FAM—Fighter Aircraft Monitor
FCA—Fund Cite Authorization
FCG—Foreign Clearance Guide (DoD)
FDP—Flight Duty Period
FIR—flight information region
FL—Flight Lead
FLIP—Flight Information Publication
FMR—Financial Management Regulation
FMS—Foreign Military Sales
FS—Fighter Squadron
HHQ—Higher Headquarters
IA—Implementing Arrangement
IAW—In Accordance With
ICAO—International Civil Aviation Organization
ID—Identification
IP—Instructor Pilot
JB—Joint Base
JPO—Joint Program Office (F-35)
LDA—Landing Distance Available
LOA—Letter of Agreement
LRS—Logistic Readiness Squadron
LSSS—Logistics Support, Supplies, And Services
LWU—Lead Weather Unit
MAJCOM—Major Command (USAF)
MCC—Mission Control Center

MDS—Mission Design Series
MIPR—Military Intergovernmental Purchase Request
MLS—Mutual Logistics Support
MOCON—Movement Control
MRB—Missed Refueling Base
MSL—Mean Sea Level
NATO—North Atlantic Treaty Organization
NATOPS—Naval Air Training and Operating Procedures Standardization
NET—No Earlier Than
NGB—National Guard Bureau
NLT—No Later Than
OG—Operations Group
OG/CC—Operations Group Commander
OPCON—Operational Control
OPR—Office of Primary Responsibility
OSC—On Scene Commander
PDM—Programmed Depot Maintenance
PIC—Pilot in Command
PIK—Payment-in-Kind
PM—Program Manager
POC—Point of Contact
PWC—Pilot Weather Category
RCR—Runway Condition Reading
RIK—Replacement-in-Kind
SAAM—Special Assignment Airlift Mission
SAPM—Security Assistance Program Manager
SAR—Search and Rescue
SC—Security Cooperation
SM—Statute Mile(s)
SRD—Standards Related Document
TACC—Tanker Airlift Control Center
TCAS—Traffic Collision Avoidance System

TDY—Temporary Duty

TEMPO—Temporary

U.S.—United States

USAF—United States Air Force

USC—United States Code

USG—United States Government

USMC—United States Marine Corps

USN—United States Navy

USTRANSCOM—United States Transportation Command

VA—Virginia

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

WG—Wing

WG/CC—Wing Commander

WX—Whether

Office Symbols

618 AOC—618th Air Operations Center

618 AOC/ALD—618 Global Readiness

618 AOC (TACC)—618 Tanker Airlift Control Center

ACC/A3—Air Combat Command Director of Operations

ACC/A4RX—Air Combat Command Logistics Readiness Division

ACC/AOS—Air Combat Command Air Operations Squadron

ACC/IAS—Air Combat Command Security Cooperation Division

AF/A3T—Air Force Director of Training and Readiness

AMC/FM—Air Mobility Command Financial Management

AMC/FMFFS—Air Mobility Command Financial Management and Controller Division

AOS/CC—Air Operations Squadron Commander

AOS/RA—Air Operations Squadron Resource Advisor

NGB/A3/10—National Guard Bureau Director of Air Operations

SAF/IA—Deputy Secretary, Air Force International Affairs

USTRANSCOM/JA/J3—United States Transportation Command Judge Advocate Global Operations

Terms

Air Tasking Order (ATO)—The implementing directive that provides specific information, guidance, concept of operations, and other data required to execute a mission. An ATO is directive in nature.

Coronet—Movement of air assets, usually fighter aircraft, in support of contingencies, rotations, and exercises or aircraft movements for logistics purposes. The tanker aircraft in a coronet mission provides fuel to avoid intermediate stops and provides weather avoidance, oceanic navigation, communication, and command and control of the mission.

End evening civil twilight (EECT)—The time when the sun has dropped 6 degrees beneath the western horizon (National Oceanic and Atmospheric Administration); it is the instant at which there is no longer sufficient light to see objects with the unaided eye.

Fighter Aircraft Monitor (FAM)—A aircrew member who provides emergency assistance and advice to the receiver crews. The FAM must be qualified in the type of aircraft being moved.

“Go” Decision—The decision to launch coronet mission aircraft by the appropriate authority.

Missed Refueling Base (MRB)—A base selected for recovery of an aircraft in case an air refueling is missed or unsuccessful.

Movement Control (MOCON)—The authority to initiate and terminate flights and to direct or vary itineraries while enroute. MOCON does not imply the assumption of OPCON or administrative control (ADCON).

“No Go” Decision—the decision not to launch coronet mission aircraft by the appropriate authority.

Transoceanic—A flight is considered transoceanic if it crosses a body of water that extends beyond the ATC communication or navigation capabilities of the fighter/attack aircraft.

Attachment 2

DETERMINING WHEN APPROVAL AUTHORITY CHANGES

A2.1. Source Determination. The following guidance is intended to provide clarification for the appropriate source of waivers and approvals when units are enroute to or from a deployment.

A2.2. Commands. The command that is responsible for the aircraft (not the aircrew) is the determining factor for deciding the appropriate waiver and approval authority.

A2.3. Owning or Home Station Commands. Retain waiver and approval authorities when units are moved (vs. deployed) for exercise purposes where only TACON is gained. Additionally, transient forces do not usually come under the authority of a Combat Commander (CCDR) solely by their movement across operational area boundaries, unless otherwise directed by appropriate authority.

A2.4. Major Command Director of Operations (MAJCOM/A3) Level Waiver and Approvals: An aircraft's owning or home station MAJCOM/A3 will be the authority for MAJCOM/A3 level waivers and approvals until the aircraft lands within the deployed Area of Operational Responsibility (AOR). The home station MAJCOM/A3 resumes authority for waivers and approvals for the first leg that departs the deployed AOR, unless otherwise directed by the deployment order.

A2.5. Wing/Operations Group (WG/OG) Waiver and Approval Levels: An aircraft's owning/home station will be the authority for WG/OG level waivers and approvals until the aircraft arrive at the final destination of the deployment. The aircraft's owning/home station regains authority for WG/OG level waivers and approvals for the first leg of the redeployment from the deployed location, unless otherwise directed by the deployment order.

Attachment 3

SAMPLE FORMAT TO REQUEST ACC AOS SUPPORT

A3.1. Sample Request Format. Place on organizational letterhead.

Figure A3.1. Sample Request Format.

Date

MEMORANDUM FOR ACC/AOS

FROM: ORG/SYMBOL
Organization
Street Address
City ST, Zip Code

SUBJECT: Aircraft Movement Support Request

1. Request ACC AOS support for movement of (number/type) aircraft from (departure location) to (destination location).
 - Unit preferred enroute stops:
 - Desired departure date is:
 - Required destination in-place date is:
 - Purpose of deployment (i.e., RED FLAG, COBRA GOLD, PDM, and Transfer)

2. Unit POC for detailed planning is:
 - Name
 - DSN
 - Commercial
 - Email

3. Finance POC is:
 - Name
 - DSN
 - Commercial
 - Email

FIRST M. LAST, Rank, USAF
Title

Attachment 4

SAMPLE MOVEMENT CONTROL LETTER

A4.1. Sample Movement Control Letter.

Figure A4.1. Sample Movement Control Letter.

Date

MEMORANDUM FOR ACC/AOS

FROM: ORG/SYMBOL
Organization
Street Address
City ST, Zip Code

SUBJECT: Acceptance of Movement Control

1. The [XXXXXX OG] releases the ACC AOS from Movement Control (MOCON) for the following:

Coronet Mission #:
Number and Type of Aircraft:
From (ICAO):
To (ICAO):
Date:

2. Direct all questions to [Unit POC and Phone Number].

//SIGNED//
FIRST M. LAST, Rank, USAF
Title

Attachment 5

AIRCREW QUALIFICATION LETTER

A5.1. Sample Aircrew Qualification Letter.

Figure A5.1. Sample Aircrew Qualification Letter.

Date

MEMORANDUM FOR ACC/AOS

FROM: ORG/SYMBOL
 Organization
 Street Address
 City ST, Zip Code

SUBJECT: Aircrew Qualification Letter

1. The following aircrew members will deploy IAW the Coronet XXXX ATO:

Rank	Name	Qual	WX Cat	Position
Lt Col	Smith, M	IP	1	Flight <u>Lead</u>
Lt Col	Jones, H	Wingman	2	#2
Maj	Adams, R	IP	1	#3
Capt	Rogers, J	FL	1	#4
1Lt	Tomlin, M	IP	3	Air Spare

2. Please direct any questions to (POC Name) at DSN XXX-XXXX or E-Mail (POC Address).

//Signed//
 FIRST M. LAST, Rank, USAF
 Title [Squadron CC or DO]

A5.1.1. **Note:** Foreign Aircrew must provide an explanation of their pilot WX categories/minimums used.

Attachment 6**FOREIGN AIRCREW INFORMATION****A6.1. Foreign Aircrew Information.**

A6.2. Requests: Requests made through SAF/IA with ACC AOS copied on the request with the following information:

A6.2.1. **(1.)** Name:

A6.2.2. **(2.)** Rank:

A6.2.3. **(3.)** Passport number, date and place of issue, and expiration date:

A6.2.4. **(4.)** English Comprehension Level (ECL) score and date tested:

A6.2.5. **(5.)** Date of physiological training and expiration date:

A6.2.6. **(6.)** Date of flight physical and expiration date:

A6.2.7. **(7.)** Date of egress and hanging harness training and expiration date:

A6.2.8. **(8.)** Aircraft flight time by type and block:

A6.2.9. **(9.)** Availability of anti-exposure suit (seasonal requirement):

A6.2.10. **(10.)** Acknowledgment of FMS country's requirement to provide appropriate country clearances and flight gear to its pilots:

Attachment 7

FLIGHT DUTY PERIOD WAIVER

A7.1. Sample Flight Duty Waiver Memorandum.

Figure A7.1. Sample Flight Duty Waiver Memorandum.

Date

MEMORANDUM FOR ACC/AOS

FROM: XX/A3

Street Address

City ST, Zip Code

SUBJECT: Approval for Carriage of Live Ordinance Waiver Memorandum

1. IAW AFI 11-207, Fighter Aircraft Delivery, para 3.3.8, "approval to carry stores on coronet missions" requires units "MAJCOM/A3 or equivalent (ANG: NGB/A3/10)" approval.
2. Having considered all requirements, taskings, and limitations as outlined in AFI 11-207, XX/A3 authorizes the XX FS to carry stores on all deployment and non-deployment coronet missions, as dictated by the mission requirements.
3. Please forward all questions to the XX FS POC: Captain Xxxxx Xxxx, comm: (559) 708-0803 or at xxxxx.xxxx@us.af.mil.

FIRST M. LAST, Rank, USAF
XX/A3
Director of Operations

Attachment 8
NIGHT LANDING WAIVER

A8.1. Sample Night Landing Waiver Memorandum.

Figure A8.1. Sample Night Landing Waiver Memorandum.

Date¶

MEMORANDUM FOR ACC/AOS¶

¶

FROM: → ORG/SYMBOL¶

→ Organization¶

→ Street Address¶

→ City ST, Zip Code¶

¶

SUBJECT: • Coronet Night Landing Waiver¶

¶

1. I approve night landing waiver for xx FS aircraft at XXXXX (location) during Coronet (West/East/North/South) xxxx.¶

¶

2. xx FS Project Officer is xxxxxx DSN xxx-xxx-xxxx •xxxx.xxxxx@us.af.mil¶

¶

¶

¶

¶
FIRST M. LAST, Rank, USAF¶
XXWG/CC¶

Attachment 9
LIVE ORDNANCE WAIVER

A9.1. Sample Live Ordinance Waiver Memorandum.

Figure A9.1. Sample Live Ordinance Waiver Memorandum.

Date

MEMORANDUM FOR ACC/AOS

FROM: XX/A3
Street Address
City ST, Zip Code

SUBJECT: Approval for Carriage of Live Ordinance Waiver Memorandum

1. IAW AFI 11-207, Fighter Aircraft Delivery, para 3.3.8, “approval to carry stores on coronet missions” requires units “MAJCOM/A3 or equivalent (ANG: NGB/A3/10)” approval.
2. Having considered all requirements, taskings, and limitations as outlined in AFI 11-207, XX/A3 authorizes the XX FS to carry stores on all deployment and non-deployment coronet missions, as dictated by the mission requirements.
3. Please forward all questions to the XX FS POC: Captain Xxxxx Xxxx, comm: (559) 708-0803 or at xxxxx.xxxx@us.af.mil.

FIRST M. LAST, Rank, USAF
XX/A3
Director of Operations

Attachment 10

MISSED REFUELING BASE (MRB) RUNWAY LENGTH WAIVER

A10.1. Sample MRB Runway Length Waiver Memorandum.

Figure A10.1. Sample MRB Runway Length Waiver Memorandum.

Date

MEMORANDUM FOR XX OG/CC

FROM: XX FS/CC
Street Address
City ST, Zip Code

SUBJECT: Missed Refueling Base Authorization for CW-XXXX

1. The XX FS is planning to ferry 6x F-16A Blk20 aircraft to Taiwan and back to XXXX AFB in May 20XX. This movement is scheduled as Coronet West mission CW-XXXX. In accordance with AFI 11-207 mission planning for tail hook equipped aircraft to use runways of less than normal peacetime aircraft specific minimum requirements and without a compatible arresting system, requires specific approval of the OG/CC.

2. The following missed refueling bases (MRBs) with a runway less than MDS required length IAW AFMAN 11-202 Volume 3 and without a compatible arresting system are used in the mission's flight planning profile(s) as follows:

- CW-XXXX leg two (PHNL-PWAK):
- Barking Sands PMRF HI – PHBK (6,002 ft) [if arresting system is out-of-service]
- Bucholz AAF RM – PKWA (6,668 ft)

3. Recommend the XX OG/CC approve the use of the listed MRBs for CW-XXXX.

XXXXXX, XXXXXX, Lt Col, USAF
Commander, XX Fighter Squadron

1st Ind, XX OG/CC

1. I (Approve / Disapprove) the XX FS to use of the listed MRBs for missions CW-XXXX.

XXXXXX XXXXXXXX, Colonel, USAF
Commander, XX Operations Group