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Flying Operations

RC-26B OPERATIONS PROCEDURES

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This manual implements Air Force Policy Directive (AFPD) 11-2, *Aircrew Operations,* and supplements Air Force Manual (AFMAN) 11-202, V3, *Flight Operations*. It establishes guidance and procedures for the operation of USAF RC-26B aircraft by all Regular Air Force and Air National Guard personnel. This AFMAN does not apply to the Air Force Reserve. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program,* and disposed of in accordance with the Air Force Records Disposition Schedule located in the Air Force Records Information Management System. Refer recommended changes and questions about this publication to the office of primary responsibility (OPR) using the AF Form 847, *Request for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This publication may be supplemented at any level, but all supplements must be routed to the OPR of this publication for coordination prior to certification and approval. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, and T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, 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 alternately, as directed in **paragraph 1.6** for non-tiered compliance items. The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision reorganized the format of chapters and paragraphs for increased understanding. Additional tier statements have been included and major to; Advisory Calls, Verbalize, Verify and Monitor (VVM) and Stabilized Approach Calls.

Chapter 1

GENERAL INFORMATION

1.1. General. The Air National Guard (ANG) is considered the Major Command (MAJCOM) for the purpose of this AFMAN. This AFMAN supplements and should not repeat information already published in the parent AFMAN 11-202v3, *General Flight Rules*. Any changes to referenced Air Force Instructions supersede this manual. Copies of this publication will be current and available to planning staffs from headquarters to aircrew level.

1.2. Aircrew Responsibility. This volume, in conjunction with other governing directives, prescribes operating procedures for the RC-26B under most circumstances. It is not a substitute for sound judgement or common sense. Operations or procedures not specifically addressed may be accomplished, if they safely enhance mission accomplishment.

1.3. Key Words Explained.

1.3.1. "**Will**" and "**shall**" indicate a mandatory requirement.

1.3.2. "**Should**" is used to indicate a preferred, but not mandatory, method of accomplishment.

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

1.3.4. "**NOTE**" indicates operating procedures, techniques, etc., that are considered essential to emphasize.

1.3.5. "**CAUTION**" indicates operating procedures, techniques, etc., which could result in damage to equipment if not carefully followed.

1.3.6. "**WARNING**" indicates operating procedures, techniques, etc., which could result in personal injury or loss of life if not carefully followed.

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

1.4. Deviations. Deviations from the procedures outlined in this AFMAN require specific approval of National Guard Bureau (NGB)/A2/3/6/10 unless an urgent requirement or an aircraft emergency dictates otherwise. **(T-2)**. In such cases, the aircraft commander (AC) will take the appropriate action necessary to recover the aircraft and crew safely. **(T-2)**. The AC report all deviations through the chain of command to the Air National Guard (ANG) office of primary responsibility (OPR). **(T-2)**.

1.5. Waivers. Waiver requests to this manual shall be forwarded through the appropriate channels to NGB/A2/3/6/10 for approval. For operationally assigned forces, NGB/A2/3/6/10 may delegate this authority to the Commander of the Air Force Forces. The OPR is responsible for maintaining copies of approved waivers.

1.6. Violations. Forward airspace violation investigation results to NGB/A2/3/6/10 as stated in AFI 13-201 *Airspace Management*.

1.7. Supplement Procedures. Units will supplement this manual according to AFPD 11-2, to address unique mission requirements. **(T-2)**. In no case will the supplement be less restrictive

than the basic document. Local procedures will not duplicate, alter, amend, or be less restrictive than the provisions of this AFMAN. All units will forward a copy of supplements to NGB/A2/3/6/10 for validation. **(T-2)**.

1.8. Improvement Recommendations. Send comments and suggested improvements to this manual on AF Form 847 to the OPR (RC-26 Det 1 Operational support squadron OSS), according to AFI 11-215 *Flight Manuals Program*.

1.9. Roles and Responsibilities.

1.9.1. MAJCOM. MAJCOMs will provide guidance and approve waivers (as required), where specified throughout this manual. **(T-1)**.

1.9.2. Wing Commander. The wing commander (WC) is the primary command authority for the administrative and logistical control of the assigned aircraft and aircrew. The WC is responsible for aircrew training, safety, and security. RC-26 missions are often subject to other agency's command and control for operational control (OPCON), refer to memorandums of agreement and agency regulations for amplifying guidance.

1.9.3. AC. An AC shall be designated for all flights on the flight authorization according to AFI 11-401, *Aviation Management*. **(T-2)**. The AC is the Pilot in Command (PIC) and may be either an instrument qualified pilot (FP) or mission qualified pilot (MP) depending on the type of mission being flown. The AC is:

1.9.3.1. In command of all persons aboard the aircraft.

1.9.3.2. Responsible for the welfare of the crew and the safe accomplishment of the mission.

1.9.3.3. Responsible for the safe operation and security of the aircraft.

1.9.3.4. The final decision authority for issues affecting the crew, the aircraft, or the mission.

1.9.3.5. Responsible for command and control (C2) status reporting (when a deployed mission commander is not available).

1.9.4. Mission Coordinator. The mission coordinator (MCO) will be a member of the crew that is current, qualified, and highly experienced in the mission. **(T-3)**. Although not required, the coordinator may also be the designated AC. The duties for the coordinator are as follows:

1.9.4.1. Responsible for overall responsibility for mission planning and execution. The MCO will review mission package and ensure coordination with involved agencies. **(T-3)**.

1.9.4.2. May delegate duties to mission aircrew, but is the final authority responsible for ensuring aircrews have properly coordinated all mission details.

1.9.5. Mission Commander. When two or more aircraft are operating to accomplish a specific mission away from home station, a mission commander (MCC) should be assigned by NGB/A2/3/6/10. The MCC has overall responsibility for mission coordination, mission execution, and status reporting. NGB will provide a memo for record (MFR) with the name of the MCC along with the operational objectives, location, and trip duration addressed to

each participating unit's operations group commander (OG/CC). **(T-1)**. For domestic counterdrug operations, this MFR will be provided to NGB-J32. **(T-1)**. The MCC will be a rated officer and should not be used as a primary crewmember but where it is necessary for the MCC to fly, the MCC will ensure a designated representative is delegated to fulfill MCC duties. **(T-2)**.

1.9.6. Deployed Detachment Commander**.** When one or more aircraft are assigned away from home station to accomplish a specific mission, a detachment commander (DETCO) will be assigned by the NGB/A2/3/6/10 or their designated representative. **(T-1)**. The DETCO is legally responsible for overall mission coordination, mission execution, status reporting, and personnel supervision. NGB will provide a memo for record (MFR) with the name of the DETCO along with the operational objectives, location and trip duration addressed to each participating units' OG/CC. **(T-1)**. For domestic counterdrug operations, this MFR will be provided to NGB-J32. **(T-1)**. The DETCO will be a rated officer and should not be used as a primary crewmember but where it is necessary for the DETCO to fly, the DETCO will ensure a designated representative is delegated to fulfill DETCO duties. **(T-2)**.

1.9.7. **Aircrew.** Individuals designated on the flight authorization are responsible to fulfill specific aeronautical tasks regarding operating USAF aircraft as specified in this AFMAN or by other competent, supplemental authority.

Chapter 2

COMMAND AND CONTROL

2.1. General. NGB will establish command and control (C2) of RC-26B aircraft. **(T-2)**.

2.2. Mission Clearance Decision. The AC is ultimately responsible for the safe conduct of the mission. If the AC determines it is not safe to commence or continue a mission:

2.2.1. The mission will not depart or continue until conditions have been corrected or improved so that the mission can operate safely. **(T-3)**.

2.2.2. Another AC and aircrew will not be tasked to take the same mission under the same conditions. **(T-3)**.

2.3. Operational Command and Control (C2) Reporting. All units will establish C2 reporting procedures and requirements in local unit addendums. **(T-2)**.

2.4. Command and Control (C2) Agency Telephone Numbers. Units should publish a listing of contact information to assist crews in coordinating mission requirements through appropriate C2 agencies. This information should be made readily available to aircrews.

2.5. OSS Current Operations. NGB/A2/3/6/10 has designated the RC-26 OSS as the operational point of contact for the RC-26 units. In coordination with the State OGs and OG Council Chair, the RC-26 current operations (Current Ops) will assist NGB to coordinate tasking and schedules above unit level for RC-26B aircraft and crews. **(T-2)**. Current Ops serves in an advisory role to NGB.

Chapter 3

CREW MANAGEMENT

3.1. Aircrew Qualifications. Primary crewmembers, or those occupying a primary position during flight, must be qualified or in training for qualification for that position. **(T-2)**. If non-current or in training for a particular event, the crewmember must be under the direct supervision of a current and qualified instructor for that crew position while accomplishing that event. Primary crewmembers are: **(T-2)**.

3.1.1. First Pilot (FP) – instrument, but not mission qualified pilot.

3.1.2. Mission Qualified Copilot (MC) – instrument and mission qualified copilot.

3.1.3. Mission Qualified Pilot (MP) – instrument and mission qualified pilot. **NOTE:** AC certification shall be annotated on local Letter of X's.

3.1.4. Mission Systems Officer (MSO) – mission qualified systems officer.

3.2. Crew Complement. The crew complement of the RC-26B consists of two qualified pilots and one qualified MSO as prescribed in the airplane flight manual. The crewmembers required should depend on the type of mission being flown. A mission crew shall consist of the following:

3.2.1. Transportation Missions. For transportation missions or missions not involving sensor employment, the crew shall consist of at least one FP and one MP or one instructor pilot (IP) and an upgrade pilot. **(T-2)**.

3.2.2. Sensor Missions. For missions involving sensor employment, the crew shall consist of at least one MP, one MC/Mission Qualified Pilot (MPQ), and one MSO. **(T-2)**. A student pilot may be substituted for a MC as defined in **Chapter 8** of this manual. A MSO student may occupy the primary MSO seat as defined in **Chapter 8** of this manual.

3.3. Augmented Crews. Augmented crews are not authorized. **(T-2**).

3.4. Alert Procedures. Aircrews shall not remain on alert for more than 72 consecutive hours. (T-3) If alerted, standard flight duty periods and post-mission crew rest limitations apply. Crewmembers shall be released from alert for a minimum of 24 hours before resuming alert status. (T-3). Units shall publish local alerting procedures in unit addendums. **(T-3)**.

3.5. Standby Force Duty. A defined duty period of time during which a crew may be required to launch on an anticipated mission for which a firm departure time cannot be established. Units will develop standby force duty procedures and publish them in the unit addendum. **(T-2)**.

3.5.1. Units will provide aircrew members with 12-hour crew rest period preceding the start of standby duty. **(T-2)**.

3.5.2. Aircrew not dispatched on a mission following standby duty will be re-entered into crew rest or receive post mission crew rest (if applicable). **(T-2)**.

3.6. Flight Duty Period (FDP).

3.6.1. FDP shall be limited to 14 hours for all mission events, as specified in AFMAN 11-2RC-26V3. **(T-2)**.

3.6.2. FDP shall be limited to 12 hours for the following conditions:

3.6.2.1. Both autopilots are inoperative. **(T-2)**.

3.6.2.2. Functional Check Flights (FCFs). **(T-2)**.

3.6.2.3. Flight evaluations. **(T-2)**.

3.6.2.4. Emergency Procedures training. **(T-2)**.

3.6.2.5. Touch and Go training. **(T-2)**.

3.6.2.6. Formal training. **(T-2)**.

3.6.3. AC's may extend their FDP up to 2 hours, not to exceed a 16 hour FDP. The AC must coordinate with Command and Control (C2) agencies e.g., Supervisor of Flying (SOF), detachment/flight commander (Det/Flt CC), or OG/CC to ensure proper risk mitigation. **(T-3)**.

3.7. Fatigue Management. The maximum FDP listed above sets broad guidelines and is intended to give commanders and aircrew maximum flexibility for mission accomplishment. It does not mandate mission durations or imply recommended scheduling procedures. When scheduling mission durations, an operational risk management (ORM) assessment shall be conducted based on the guidance stated in AFI 90-802, *Risk Management*. Several factors should be considered. These include, but are not limited to: mission requirements, long-term aircrew welfare, aircrew experience level, weather, threats, time of day, and fatigue. Continuous operations in excess of 14 hours increase the risk of cumulative fatigue. To combat cumulative fatigue, the following procedures shall apply:

3.7.1. Aircrews are allowed controlled cockpit rest as specified in AFMAN 11-202, V3.

3.7.2. It is the AC's responsibility to terminate a mission if safety may be compromised by fatigue factors, regardless of authorized FDP.

3.7.3. For extended operations involving repetitive sorties over a long period of time; schedulers should try to keep crewmembers on a steady circadian rhythm with gradual shifts in report times to minimize cumulative fatigue. For extended operations, schedulers should designate a vulnerability window following crew rest if the crew has not been scheduled yet. Schedulers will notify crewmembers of the vulnerability period at least 12 hours prior to the start of the vulnerability period. **(T-3)**. Schedulers should make every effort to utilize crews / crewmembers in rhythm with vulnerability periods and previous report times.

3.8. Crew Rest. Crew rest is in accordance with AFMAN 11-202V3.

3.8.1. Crewmembers will not be considered in crew rest during civilian employment. **(T-2)**.

3.8.2. Post mission crew rest (PMCR). Crewmembers returning to their home base from military related duty will be given sufficient recovery time to recuperate. **(T-2)**. PMCR begins immediately upon return to home station.

3.8.2.1. When personnel are on temporary duty (TDY) and participating in or supporting flight operations that exceed 16 hours, OG/CC will provide 1-hour of PMCR time (up to a maximum of 96 hours) for each 3-hours of TDY. **(T-2)**.

3.8.2.2. The OG/CC is the waiver authority and will not delegate this authority. **(T-2)**. Limit PMCR denial waivers to extraordinary circumstances. Units will report PMCR denial waivers to the RC-26 OSS Chief of Safety. **(T-2)**.

3.9. Interfly. Interfly is the exchange of aircrew members between units. The RC-26 Det/Flt CC is the approval authority. **(T-3)**. The RC-26 Det/Flt CC is responsible for ensuring all persons are current and qualified for the type of mission being flown.

3.10. Orientation and Incentive Flights. Orientation or incentive flights must comply with AFI 11-401.

Chapter 4

AIRCRAFT OPERATING RESTRICTIONS

4.1. Objective. The ultimate objective of the aircraft maintenance team is to provide an aircraft for launch with all equipment fully mission capable (FMC). However, limited maintenance and the lack of spare parts, at times, may keep an FMC aircraft as unavailable. In such cases, an aircraft's redundant systems may allow for safe operation with less than all equipment mission capable. The AC, using the following procedures, determines an aircraft's overall status.

4.1.1. Mission Essential (ME). An item, system, or subsystem component failure or degradation essential for safe aircraft operation or mission completion will be designated ME by the AC on Air Force Technical Order (AFTO) Form 781A, *Maintenance Discrepancy and Work Document*. **(T-2)**. Include a brief explanation of the reason for ME status in the AFTO Form 781A discrepancy block. An AC accepting an aircraft (one mission or mission segment) without an item or system does not commit that AC (or a different AC) to subsequent flights with the same item or system inoperative.

4.1.2. Mission Capable. Any discrepancies not currently ME, but may become ME (if circumstances change), are designated as mission capable in the AFTO Form 781A discrepancy block. Every effort should be made to clear the MC discrepancies at the earliest opportunity, to the extent that maintenance skills, ground time, and spare part availability permit. If subsequently, in the AC's judgment, mission safety would be compromised by the lack of any component, he or she may re-designate the component as ME. However, do not delay a mission to correct a mission capable discrepancy.

4.1.3. Open Item. Discrepancies not expected to impact adversely the current mission or any subsequent missions are not designated mission capable or ME. These items receive low priority and are repaired at home station. AC will not accept an aircraft from factories, modification centers, or depots unless all instruments are installed and operative. **(T-2)**.

4.2. Procedural Guidance. See Technical Order (T.O.) 1C-26B-1, *Flight Manual* and this manual for the equipment and systems considered essential for routine as well as contingency operations.

4.2.1. The AC is responsible for exercising the necessary judgment to ensure no aircraft is dispatched with multiple items inoperative that may result in an unsafe degradation and or an undue increase in crew workload. The possibility of additional failures during continued operation with inoperative systems or components shall also be considered.

4.2.2. This chapter is not intended to allow for continued operation of the aircraft for an indefinite period with inoperative systems or subsystems.

4.3. Minimum Equipment List (MEL). The MEL catalogues the minimum equipment/systems required to operate the aircraft. It is impractical to prepare a list that would anticipate all possible combinations of equipment malfunctions and contingent circumstances. Consider equipment/systems with no listed exceptions as grounding items. An AC who accepted an aircraft with degraded equipment/systems is not committed to subsequent operations with the same degraded equipment. ACs are not committed to operations with degraded equipment accepted by another AC.

4.3.1. Aircrews will use T.O. 1C-26B-1, **Chapter 5**, Kinds of Operation/Equipment List. **(T-2)**.

4.3.2. The AC shall account for the possibility of additional failures during continued operation with inoperative systems or components. **(T-3)**. The MEL is not intended for continued operation over an indefinite period with systems/subsystems inoperative.

4.3.3. All emergency equipment will be installed unless specifically exempted by mission requirements/directives. **(T-2)**.

4.3.4. Waiver Guidance. An AC desiring to operate with a degraded item required to be functional by the MEL shall request a waiver. **(T-2)**. The AC shall provide:

4.3.4.1. The nature of the request. **(T-2)**.

4.3.4.2. The individual crewmember qualification. **(T-2)**.

4.3.4.3. The mission requiring the waiver. **(T-2)**.

4.3.4.4. The governing directive of waiver request to include volume, chapter, or paragraph. **(T-2)**.

4.4. Waiver Protocol. MEL waiver authority is as follows.

4.4.1. Training Missions and Domestic Operational Missions. The OG/CC or equivalent with mission execution authority, may be delegated to Mission Commander/ DETCO.

4.4.2. Outside the Continental United States (OCONUS) Operational Missions. The MAJCOM/A3 delegated to the appropriate operational Mission Commander/DETCO in theater having OPCON with mission execution authority.

4.4.3. If beyond C2 communication capability, and when faced with exigent circumstances, the AC may deviate from the MEL and this chapter. Report deviations (without waiver) in accordance with this AFMAN **paragraph 1.5**.

4.4.4. One-time Flight Clarification. Occasionally a Code 3 discrepancy is downgraded for a one-time flight. The priority is to move the airplane to a repair capable facility. ACs must coordinate with appropriate agencies to ensure repair capability exists at the destination. **(T-3)**. One-time flights may include enroute technical stops only when necessary to recover the airplane.

4.5. Minimum Essential Subsystem List (MESL). The MESL is used for contract purposes between the government and civilian contractors for establishing fully mission capable (FMC), partial mission capable, and not mission capable criteria for aircraft systems. The MESL is not intended as a GO-NO-GO list. The AC will not use the MESL to determine acceptance or rejection of the aircraft for flight. **(T-2)**.

4.6. Identification, Friend or Foe (IFF) Requirements. All flights require ground station check of Mode 3 IFF equipment prior to takeoff. Aircraft equipped with an IFF self-test capability are exempt from the ground station check if the self-test feature indicates normal system operation. However, suspected IFF equipment malfunctions require a ground station check. Ground check of the Mode 3 is not required on stopover flights when the IFF was operational on the previous flight**.**

4.6.1. If investigation facilities on radar facilities do not permit ground station checks, takeoff may be made if the IFF was operational on the previous mission.

4.6.2. Single aircraft may take off with IFF equipment known to be inoperative, provided the following conditions are met and every effort has been made to repair the equipment:

4.6.2.1. AC will notify the Det/Flt CC or designated representative and obtain flight approval as directed by the minimum equipment systems list (MESL). **(T-2)**.

4.6.2.2. The flight is a day Visual Meteorological Conditions (VMC).

4.6.2.3. Contact the nearest Flight Service Station or Air Traffic Control (ATC) facility and advise them that you require flight with an inoperative transponder. ATC will coordinate with the applicable Air Route Traffic Control Center (ARTCC). **(T-2)**.

4.7. Mode 4. Units will ensure they have an operable Mode 4 IFF prior to deployments outside of Continental United States (CONUS) and missions (Air Tasking Order, OPORD, contingency/exercise tasking) where safe passage procedures are implemented. **(T-2)**. Units will perform operational ground Mode 4 checks before these sorties and any other requiring an operational Mode 4. **(T-2)**.

4.7.1. Aircrews should solicit inflight Mode 4 checks from any available means during each sortie (e.g., Airborne Warning And Control System (AWACS), Ground Theater Air Control System (GTACS), F-15, F-16 or North American Air Defense Command (NORAD) through the appropriate Sector Operations Center) and will debrief maintenance on any unsuccessful interrogation of the Mode 4. **(T-3)**.

4.7.2. Air and ground Command and Control (C2) units NORAD, AWACS and GTACS will conduct appropriate Mode 4 checks and report system status to interrogated aircraft. **(T-2)**.

Chapter 5

OPERATIONAL PROCEDURES AND RESTRICTIONS

5.1. Checklist Procedures. The pilot flying (PF) will call for, and the pilot not flying (PNF) will accomplish, the appropriate checklist. **(T-3)**. Challenge and response will be used for appropriate checklist items. **(T-3)**. Momentary hesitations for coordination items, ATC interruptions, and deviations specified in the flight manual, etc., are authorized.

5.1.1. Upon completion of all checklist items, the PNF will call checklist complete. **(T-2)**.

5.1.2. Aircrews may use approved checklists modified with notes, amplifying procedures, and limits provided the checklists and notes are current. Currency of notes is the crewmember's responsibility.

5.2. Duty Station. A qualified pilot will be in control of the aircraft at all times during flight. **(T-2).** (**Exception**: Unqualified pilots undergoing qualification training and senior staff members who have completed the senior staff familiarization course, while under the direct supervision of an Instructor Pilot (IP), may be in control of the aircraft.) The AC and copilot will be at their duty stations during all takeoffs, departures, approaches, and landings. **(T-3)**. During other phases of flight, crewmembers may leave their duty station for brief periods to meet physiological needs and to perform normal crew duties. Only one pilot shall be absent from the duty station at a time. **(T-2)**.

5.3. Takeoff and Landing. After thoroughly evaluating all conditions (weather; type of approach to be flown; and crewmember experience), the AC will determine who accomplishes the takeoff and landing and will occupy either the left or the right seat during all takeoffs and landings. **(T-3)**. A qualified AC will accomplish all approaches and landings under actual emergency conditions unless specific conditions dictate otherwise. **(T-3)**.

5.4. Landing Gear and Flap Operation Guidance. Under normal and most emergency situations, landing gear and flap actuation will be verbally coordinated with the other pilot. **(T-2)**.

5.5. Seatbelts.

5.5.1. All occupants will have a designated seat with a seatbelt. **(T-3)**. Use of seatbelts will be as directed by the AC and the flight manual. **(T-3)**.

5.5.2. Separate floatation devices and oxygen sources are also required.

5.5.3. Crewmembers occupying pilot and co-pilot positions will have seatbelts fastened at all times in flight, unless crew duties dictate otherwise. **(T-3)**.

5.5.4. All crewmembers will be seated with seatbelts and shoulder harnesses fastened during takeoff and landing, unless crew duties dictate otherwise. **(T-3)**.

5.6. Distinguished Visitors. Rated officers (O-6 and above) who desire to fly on the aircraft may occupy a pilot seat during non-critical phases of flight when under the direct supervision of an instructor pilot.

5.7. Flights with Passengers. For flights with passengers, both pilots must be instrument qualified and current (unless regaining currency under the direct supervision of an IP). **(T-3)**.

This restriction does not apply to additional crewmembers (ACM) or mission essential personnel (MEP). Additional training restrictions are listed in **Chapter 8**.

5.7.1. Spouse Orientation. During spouse orientation flights comply with AFI 11-401 and all supplements. Additionally, threat reaction maneuvers, air work training maneuvers (approach to stall, steep turns, etc.) and tactical approaches are prohibited. RC-26 aircrews will not fly their spouses as active crewmembers during spouse orientation flights. **(T-2)**.

5.7.2. Passenger Briefings. A crewmember will properly brief passengers on all emergency procedures to include emergency equipment use and exits. **(T-3)**. Printed guides are not a substitute for verbal briefings.

5.7.3. Passenger Manifests. All passengers (including law enforcement officers (LEAs)) will be manifested prior to flight by RC-26B Det/Flt CC or AC on the DD Form 2131 *Passenger Manifest*. **(T-3)**. This information is confidential and is not to be released without approval of the Det/Flt CC. Units may use locally generated forms. Maintain manifests at the Command and Control (C2) facility responsible for flight following.

5.8. Aircraft Lighting. All aircraft lighting will be in accordance with AFMAN 11-202V3, the flight manual, and applicable T.O.s and waivers. Aircraft may operate in restricted areas and warning areas with reduced lighting or lights out (all anti-collision, strobe lights, and position lights off or in any combination) as operational requirements dictate. Refer to AFI 11-214 *Air Operations Rules and Procedures* for further guidance.

5.9. Tobacco Restrictions. Tobacco use is restricted in accordance with AFMAN 11-202V3.

5.10. Engine Running On-load/Off-load (ERO). On-load/off-load through the cabin entrance door with the left engine operating is prohibited. The AC will ensure the left propeller has stopped completely before the door is opened. **(T-2)**. A crewmember shall be positioned on the ground to direct passengers away from the danger areas of the aircraft. **(T-2)**.

5.11. Foreign Object Damage (FOD) Avoidance.

5.11.1. Passengers and crew should be thoroughly briefed about FOD hazards. The wearing of wigs, hairpieces, and personal jewelry (e.g., barrettes, pins, clips) are permitted provided the items do not create a FOD hazard.

5.11.2. During preflight, the AC will ensure the area in the immediate vicinity of the aircraft is clear of any potential FOD material. **(T-2)**.

5.11.3. Exercise caution during engine running on-loads and off-loads (EROs).

5.11.4. The AC will avoid taxiing with the propellers over unprepared or un-swept surfaces. **(T-2)**.

5.11.5. Use the minimum power necessary for all taxi operations.

5.12. Aircraft Refueling. Passengers are not allowed on board the aircraft during refueling operations. All aircraft electrical systems should be turned off.

5.13. Reverse Taxi. Both pilot positions will be occupied by qualified pilots or a qualified pilot and co-pilot during reverse taxi operations. **(T-2)**. The pilot performing the reverse taxi will be certified in reverse taxi. **(T-2)**.

5.13.1. CAUTION: Pilots should consider not using the brakes to stop the aircraft while reverse taxiing because such action could result in aircraft empennage contacting the ground.

5.13.2. The pilot performing reverse taxi operations will coordinate reverse taxi directions and signals to be used with the marshaller (if applicable) prior to commencing reverse taxi operations. **(T-3)**. Exercise vigilance if reverse taxi is accomplished without a marshaller.

5.13.3. During night reverse taxi operations, the pilot will ensure visibility in the taxi areas is sufficient to conduct safe taxi operations. **(T-2)**.

5.13.4. The pilot will stop no less than 25 feet from an obstruction even if using a wing walker. **(T-2)**.

5.14. Taxi Obstruction Clearance. Reference AFMAN 11-218 *Aircraft Operations and Movement on the Ground*.

5.15. Runway Requirements. The AC is responsible for ensuring Takeoff and Landing Data (TOLD) is properly computed. In addition to the restrictions listed in the aircraft performance manual, comply with the following:

5.15.1. Minimum runway width is 60 feet.

5.15.2. Minimum standard runway length for takeoff is 5000 feet. Operations requiring shorter runways may be conducted with TOLD supporting a shorter runway and Det/Flt CC or OG (or equivalent) approval.

5.15.3. Do not land at an airfield from which a takeoff cannot be safely executed (this does not apply to emergency situations).

5.16. Wind Restrictions. Airfields will be considered below minimums for takeoff and landing when winds (including gusts) exceed one of the following:

5.16.1. Maximum operation wind – 50 knots.

5.16.2. Maximum crosswind component – 25 knots.

5.16.3. Maximum tailwind component – 10 knots.

5.17. Takeoff and Landing Guidance.

5.17.1. The AC may occupy either the left or right seat and shall accomplish all approaches and landings under actual emergency conditions (unless circumstances dictate otherwise). **(T-2)**.

5.17.2. The co-pilot will occupy the right seat unless enrolled in a formal upgrade training program. **(T-2)**. During such training, the co-pilot may occupy the left seat when under the direct supervision of an IP.

5.17.3. Aircrew will not make turns until 400 Above Ground Level (AGL) above departure and elevation. **(T-2)**.

5.17.4. 30 degree bank angle is maximum with momentary deviations to bank angle of 45 degrees as conditions and situation dictates.

5.18. Minimum Visual Flight Rules (VFR) Altitude. The minimum altitude during VFR operations is 1000 feet AGL. This does not apply to operations in the terminal area or tactical arrivals.

5.19. Minimum Airspeeds.

5.19.1. Approach.

5.19.1.1. Approach. V_{REF} plus 10 knots.

5.19.1.2. Threshold. In calm winds, as the aircraft approaches the runway, slow the aircraft to cross the runway threshold at V_{REF}. V_{REF} is 1.3 Vs.

5.19.1.3. Touchdown. Touchdown below V_{REF}. Recommend touchdown at V_{REF} minus 8 knots, which is approximately 1.2 Vs.

5.19.1.4. Gust Factor. In gusty winds, add ½ the gust factor (up to 20 knots) to approach, threshold, and touchdown speeds. Consider effect on landing distance.

5.19.2. Mission. The RC-26B mission effectiveness may often require sustained aircraft operations at or near final approach airspeeds for a given flap setting.

5.19.2.1. During low speed mission profiles the pilot not flying is the primary monitor of aircraft airspeed and altitude and will advise the pilot flying of any airspeed or altitude deviations. **(T-3)**.

5.19.2.2. Approach airspeed for a given flap setting should be used initially to determine target airspeed.

5.19.2.3. The target airspeed should be cross-checked against the angle of attach and refined. At no time shall an aircraft continuously maintain an airspeed below Vs 1.3.

5.20. Formation Flights. Formation flights and flights in close proximity to other aircraft are prohibited, with the following exceptions:

5.20.1. Operational Test and Evaluation flights.

5.20.2. Development Test and Evaluation flights.

5.20.3. Special flights authorized by NGB/A2/3/6/10.

5.21. Night Approaches. An instrument approach procedure, if available, should be flown while operating in night Visual Meteorological Conditions (VMC).

5.22. Instrument Flight Rules (IFR) VFR on Top. Aircrews are authorized to fly VFR on top if mission requirements dictate.

5.23. Prohibited Maneuvers. The following maneuvers are prohibited:

5.23.1. Practice aborted takeoffs.

5.23.2. Intentional stalls/spins.

5.23.3. Unusual attitudes.

5.23.4. Runaway pitch trim or excessive yaw demonstrations.

5.23.5. Maneuvering in excess of 60 degrees of bank.

5.23.6. Actual engine shutdowns. This does not apply to Functional Check Flight (FCF) or formal training flights.

5.24. Aircrew Communications. The Air Force does not give a promise of confidentiality to aircrews regarding their recorded aircraft crew communications. Crewmembers are expected to maintain a high degree of professionalism and crew coordination at all times. Good communication is essential to successful mission accomplishment. Therefore, comply with the following procedures:

5.24.1. All crewmembers will monitor primary ATC frequency and limit conversation to that essential for crew coordination and mission accomplishment during taxi, takeoff, approach, landing, and in the terminal area environment. **(T-2)**.

5.24.2. While at their primary duty station, crewmembers will monitor intercom at all times. **(T-2)**.

5.24.3. Crewmembers will inform the AC when checking on or off intercom. **(T-2)**.

5.24.4. Crew Resource Management Assertive Statement "Time Out." "Time out" is the common assertive statement for use by all crewmembers. The use of "time out" will:

5.24.4.1. Provide a clear warning sign of a deviation or loss of situational awareness.

5.24.4.2. Provide an opportunity to break the error chain before a mishap occurs.

5.24.4.3. Notify all crewmembers that someone sees the aircraft or crew departing from established guidelines or the briefed scenario, or that someone is simply uncomfortable with the developing conditions.

5.24.4.4. As soon as possible after a "time out" has been called, the aircrew will take the following actions:

5.24.4.4.1. Stabilize the aircraft. **(T-2)**.

5.24.4.4.2. The initiating crewmember will voice his or her concerns to the crew. **(T-2)**.

5.24.4.4.3. The AC will provide all other crewmembers with the opportunity to voice inputs relative to the stated concerns. **(T-2)**.

5.24.4.4.4. After considering all inputs, the AC will direct the aircrew to continue the current course of action or direct a new course of action. **(T-2)**. The AC is the final decision authority.

5.25. Advisory Calls, Verbalize, Verify and Monitor (VVM) and Stabilized Approach Calls. Advisory calls are used to help the pilots maintain situational awareness. This is especially important during critical phases of flight. Any crewmember noting a condition, which may affect the safety of the flight, will immediately notify the pilot flying the aircraft. **(T-2)**. In addition, the following advisory calls are mandatory:

5.25.1. Pilot Flying (PF):

5.25.1.1. Acknowledge all advisory calls. **(T-2)**.

5.25.1.2. Confirm all new altitude assignments and altimeter settings with the pilot not flying (PNF). **(T-2)**.

5.25.1.3. At decision height for a precision approach or no later than the Missed Approach Point (MAP) for a non-precision approach, the pilot flying will announce

"landing" if intention is to land the aircraft or "going around" if intention is to go missed approach. **(T-2)**.

5.25.2. PNF:

5.25.2.1. Takeoff.

5.25.2.1.1. "80 knots" for airspeed and indicator verification during the takeoff roll. **(T-2)**.

5.25.2.1.2. "V_1-Rotate" at V_1/V_R. **(T-2). NOTE:** If a safety of flight malfunction is noted prior to V_1 any crewmember shall state, "ABORT," along with a brief description of the malfunction (e.g., "ABORT, left engine failure"). **(T-2)**.

5.25.2.2. Altitude Calls

5.25.2.2.1. Transition altitude/level. **(T-2)**.

5.25.2.2.2. One thousand feet above/below assigned altitude. **(T-2)**.

5.25.2.2.3. One hundred feet above/below assigned altitude. **(T-2)**.

5.25.2.3. Approaches.

5.25.2.3.1. One hundred feet above, final approach fix (FAF), minimum descent altitude (MDA), or decision height (DH) altitude.

5.25.2.3.2. Non-Precision Approaches

5.25.2.3.2.1. "Minimums" at MDA. **(T-2)**.

5.25.2.3.2.2. "Runway in sight" when the runway environment is in sight. **(T-2)**.

5.25.2.3.2.3. "Go Around" at missed approach point (MAP) if the runway environment is not in sight or if the aircraft is not in a position for a safe landing. The PF will advise the crew of intentions. **(T-2)**.

5.25.2.3.3. Precision Approaches

5.25.2.3.3.1. "Land" at DH if the runway environment is in sight and in a position for a safe landing. The PF will advise the crew of intentions. **(T-2)**.

5.25.2.3.3.2. "Go-around" call at DH if the runway environment is not in sight or if the aircraft is not in a position for a safe landing. **(T-2)**.

5.25.2.3.3.3. "Continue" call at DH if Approach lights in sight. **(T-2)**.

5.25.2.3.3.4. "Go Around" at 100 ft above threshold elevation or touchdown zone elevation if runway if runway environment, red termination bars, or red side row bars are not in sight. **(T-2)**.

5.25.2.3.3.5. "Land" at 100 ft above threshold elevation or touchdown zone elevation if runway if runway environment, red termination bars, or red side row bars are in sight and in position for a safe landing. **(T-2)**.

5.25.2.4. Landing Rollout

5.25.2.4.1. "90 knots" or applicable maximum reverse power airspeed. **(T-2)**.

5.25.2.4.2. "Two betas" when both beta lights illuminate. **(T-2)**.

5.25.3. Deviations.

5.25.3.1. The PNF will advise the PF when heading or airspeed deviations are observed or altitude is more than 100 feet from desired and no attempt is being made to correct the deviation. **(T-2)**.

5.25.3.2. Any crewmember noticing a variation of 200 feet of altitude, a deviation of 10 knots below target airspeed, or a potential terrain/obstruction conflict will immediately notify the PF. **(T-2)**.

5.25.3.3. Any deviations from prescribed procedures for the approach being flown will be announced. **(T-2)**.

5.25.4. VVM is a closed-loop system of communication designed to reduce significantly typical automation selection errors between the PF and PNF. VVM consists of the following three-step process:

5.25.4.1. Prior to making any changes in the Flight Management System (FMS), altitude alerter, autopilot, etc., the pilot making the entries will VERBALIZE the intended changes. **(T-2)**.

5.25.4.2. Both pilots will VERIFY the intended changes prior to execution. **(T-2)**.

5.25.4.3. Both pilots will MONITOR the aircraft to ensure the expected performance is achieved. **(T-2)**.

5.25.4.4. The PF will announce changes to the level of automation, flight director and autopilot mode selections, and mode transitions to the maximum extent possible. The PNF will acknowledge the call. **(T-2)**.

5.25.5. Stabilized Approach Calls

5.25.5.1. At 1000' AGL, the PNF will announce the above ground level (AGL) altitude and any deviations from stabilized approach criteria that exceed acceptable tolerances to the performance parameters in **Table 5.1** **(T-2)**.

Table 5.1. Stabilized Approach Calls.

- Airspeed: +10 /-0 Knots Indicated Airspeed (KIAS) from target.
- Bank Angle: +15 from target.
- Rate of Descent: +/- 300 Feet Per Minute from target.
- Glideslope:
When instrument meteorological conditions (IMC): 1 or greater dot above/below deviation from an Electronic glideslope.
When VMC: 1 or greater red/white VASI / PAPI deviation from a 3° Visual glideslope or more than a 500' shift in original visual aim point if no visual glideslope assist system is available.
The PF will acknowledge the AGL and deviations, taking appropriate actions to correct. **(T-2)**.

5.25.5.2. At 500' AGL, if the approach is not stabilized to the parameters of **Table 5.1** then the PNF will announce "Go Around" and the PF will execute a Go-Around/Missed Approach. **(T-2)**.

5.25.5.3. Reasonable allowances will be made for circling approaches for transition from maneuvering airspeeds to final approach airspeeds. **(T-2).**

5.25.5.4. Tactical approaches will not meet the stabilized approach criteria listed in **paragraphs 5.25.5.1** and **5.25.5.2** The PF will brief when transition from tactical maneuvering will occur (distance from runway, AGL or barometric altitude, passing a geographic point, etc.). **(T-2)**. The PF will announce a point that upon reaching during the approach, if transition from tactical to normal approach has not been achieved, the PNF will call "Go-Around" and the crew will execute and go-around/missed approach.

5.25.5.5. Formal Training Unit (FTU) only. FTUs should fully emphasize and train so as to ensure the final product complies with all aspects of stabilized approach criterion. However, the building block approach used to properly execute both tactical and non-tactical approach/landings for initial/upgrade training requires that instructors have the latitude to use their expertise and experience to deviate from stabilized approach guidance. FTU instructors are expected to use good judgment, technique and latitude while developing student skills and therefore are relieved of strict compliance to the stabilized approach criterion during appropriate instructional scenarios.

5.26. Bird Aircraft Strike Hazard (BASH) Programs. The potential for bird strikes may vary depending on geographic location and time of year. Therefore, each unit must be familiar with local bird activity and migration patterns. Units shall use the standard bird watch condition codes listed in AFI 91-212 *Bird/Wildlife Strike Hazard Management Program* and **Attachment 1**. In addition, comply with the following restrictions for actual conditions:

5.26.1. Bird Watch Condition LOW: No operating restrictions.

5.26.2. Bird Watch Condition MODERATE: Initial takeoffs and final landings allowed only when departure and arrival routes will avoid bird activity. Training in the local traffic pattern is prohibited.

5.26.3. Bird Watch Condition SEVERE: All takeoffs and landings are prohibited. Waiver authority is the OG/CC or equivalent.

5.27. Functional Check Flights (FCF). A functional check flight (FCF) is used to determine aircraft worthiness. Maintenance actions requiring FCFs can be found in T.O. 1C-26(R)B-6CF-1. Comply with the following:

5.27.1. FCF will be accomplished by a highly qualified instructor pilot. **(T-3)**. The AC will be a designated FCF qualified by the OG/CC in the Letter of X's, Memorandum for Record, or equivalent. **(T-3)**.

5.27.2. FCF flights will be conducted under day VMC. **(T-3)**. However, the OG/CC may authorize a flight under a combination of VFR, IFR, and "VFR on Top" conditions. The flight will begin in VFR conditions; if the aircraft and all systems are operating properly, it may proceed IFR to penetrate cloud cover to VFR on top to continue the altitude phase of the flight. **(T-3)**.

5.27.3. Minimum altitude for engine shutdown is 5000 feet AGL or 5000 feet above any cloud deck when operating VFR on top. **(T-2)**.

5.28. Participation in Aerial Events. RC-26B aircraft may not participate in aerial events or public static displays without prior approval from the NGB/A2/3/6/10. If approved, follow guidance in AFI 11-209_ANGSUP 1 *Participation in Aerial Events*.

5.29. P Fields. RC-26B aircrew may file to a "P" field, denoted by the Flight Information Handbook as a "Civil aerodrome available to transient military aircraft". Aircrews or unit schedulers will ensure the Air Force will not incur any unapproved or unnecessary fees for landings, airfield use, parking or ground operations requiring GPU or other equipment/facilities. (T-3). Airfields or facilities that charge for these services may be used if required for mission accomplishment, document as required for any necessary justification in After Action Report.

5.30. Portable Global Positioning System (GPS) Unit. Portable GPS unit are approved for use under the constraints outlined in AFI11-202 V3. Unit training functions will develop an appropriate portable GPS unit training program. **(T-2)**.

5.31. Night Vision Goggle (NVG) Operations. NVGs are authorized to enhance situational awareness and safety of flight by either pilot during aircraft operations**.**

5.31.1. Pilots must have a current special certification to use NVGs during takeoff or landing **(T-2)**.

5.31.2. Crews should give careful consideration to potential hazards during the critical phases of flight. Crews will consider weather conditions, moon illumination and position, sky glow at dawn and dusk, cultural lighting, and weapon/expendable effects when planning NVG operations. **(T-2)**.

5.31.3. The use of NVGs will be considered, by the AC, in ORM planning. Any training or operational missions planned when the lunar illumination is forecast to be less than 10 percent during the mission will require an additional level of ORM. **(T-2)**.

5.31.4. NVG operations may dictate that external lights are turned off or Infra-Red (IR) lenses used. Conduct training operations with reduced or no external lighting within the confines of designated restricted or warning areas, or host nation approved areas in accordance with AFI 11-202, V3.

5.31.5. The pilot-flying's radar altimeter is required for NVG operations. **(T-2)**.

5.31.6. Each crewmember will carry and preflight their own NVGs prior to flight for missions using NVGS. **(T-3)**. If available, one spare set of NVGs will be carried per crew. **(T-3)**. Each crewmember will carry approved spare batteries for their own NVGs. The spare will also be pre-flighted.

5.31.7. For mission conducting NVG operations, crews will review and coordinate NVG failure procedures for all phases of the mission. **(T-3)**. Any crewmember who experiences NVG problems will inform the rest of the crew. **(T-2)**.

Chapter 6

AIRCREW PROCEDURES

SECTION 6A—Pre-Mission

6.1. Aircrew Uniform.

6.1.1. Military Uniform. For CONUS operations supporting military operational sorties or exercises flown to and from military fields or when civilian attire is not directed by operational or exercise leadership, wear the aircrew uniform and other flying clothing based on the guidance stated in AFI 36-2903 *Dress and Personal Appearance of Air Force Personnel* and this AFMAN. Authorized aircrew uniforms include: the flight duty uniform (FDU), the Army Aircrew Combat Uniform (A2CU), and the 100% cotton ABU.

6.1.1.1. The FDU is the one piece flight suit. The FDU is the standard uniform of the day for aircrew.

6.1.1.2. The A2CU is a two-piece flight suit consisting of the A2CU coat and trousers. The A2CU is a functional uniform and is not intended for wear when another uniform is more appropriate. Operational camouflage pattern is the only color/pattern authorized. This is the preferred uniform for joint military operations and exercises, during joint domestic disaster response, and may be worn for daily flight operations.

6.1.1.3. The 100% cotton ABU may be worn for flight operations or as a uniform of the day similar to the FDU.

6.1.2. Civilian Clothing. Should be worn on CONUS normal, operational and training missions for which OPSEC is a consideration in accordance with the following subparagraphs.

6.1.2.1. Crewmembers will wear civilian clothing when flying to and from civilian fields or anytime the there is potential to operate from of civilian fields after departure from a military field. **(T-2)**. Crewmembers will wear civilian clothing for all counterdrug missions regardless of departure or arrival locations because of the fluid nature of operations and the requirements not to associate military surveillance with civilian law enforcement authorities. **(T-2)**.

6.1.2.2. Crewmembers' civilian attire will be well maintained professional attire with no markings indicating military association. **(T-2)**. Crewmembers will not wear shorts or open toed foot wear for safety and egress purposes. **(T-2)**.

6.1.2.3. For OCONUS operations aircrew members are authorized to wear appropriate civilian attire if mission requirements (i.e., Foreign Clearance Guide compliance) or COCOM Special Instructions dictate. The deployed mission commander will determine clothing and equipment to be worn or carried (commensurate with mission, climate, and terrain) under these circumstances. **(T-2)**.

6.2. Anti-Exposure Suits. Anti-exposure suits shall be available anytime the aircraft is beyond gliding distance from land and the water temperature is below 50 degrees Fahrenheit. Anti-exposure suits are not required when only the departure or approach is flown over water.

SECTION 6B—Pre-Departure

6.3. Personal Requirements.

6.3.1. Passport. Carry a valid government passport on all missions outside the 48 contiguous states.

6.3.2. Driver's License. A valid state driver's license is required on each TDY where use of US government general purpose vehicles may be required.

6.4. Pre-Deployment Actions.

6.4.1. Accomplish theater indoctrination training prior to OCONUS deployments. Contents of the theater indoctrination folders should contain at a minimum:

6.4.1.1. Mission/Deployment Checklist. A locally developed checklist that includes mobility, training, and personnel requirements that should be accomplished prior to departure, and personal/professional items the aircrew must take with them.

6.4.1.2. Airspace/Airfield Review. Flight Information Publication (FLIP), Flight in formation region/Upper Information Region/Air Defense Identification Zone procedures.

6.4.1.3. Airspace classifications, airfield suitability and restrictions report (ASRR), and airport qualification videos (if available).

6.4.1.4. Theater Instrument Procedures. Required instruments and/or procedures for non-DoD approaches, course reversal approaches, circling, holding, NDB approaches, host nation/jeppesen® approaches, and altimeter setting procedures.

6.4.1.5. Communication and Emergency Procedures. Command and Control, over-water position reporting, lost communication procedures, emergency procedures, and weather information sources.

6.4.1.6. Border Clearance. *Foreign clearance guide*, customs, immigration, agriculture, insect and pest control, and diplomatic clearances.

6.4.1.7. Flight planning. Use DD Form 175, *Military Flight Plan*, DD Form 1801, *DoD International Flight Plan*, flight service station, computer flight plan, approach plates and charts, theater weather conditions, fuel reserves and alternate requirements, equal time points/ critical wind factors, and international Notices to Airmen.

6.4.1.8. Other Regulatory Requirements. General navigation procedures, aircrew flight equipment (AFE), hazardous cargo, crew rest/crew duty time, aircraft records/781 procedures, and mission essential personnel.

6.4.2. Review applicable OPORD and FLIP.

6.4.3. Review the *Foreign clearance guide* for the areas of operation (to include classified portion) and obtain necessary diplomatic clearances where required.

6.4.4. Obtain required customs forms.

6.4.5. Coordinate for worldwide FLIPs and sufficient communications security (COMSEC) materials for the duration of the mission if required.

6.4.6. Crewmembers will ensure physiological training, annual physical, immunizations, and flight evaluations will remain current throughout the TDY period. **(T-2)**.

6.4.7. Ensure visas have been received, if required.

6.4.8. Obtain terrain charts for all destinations.

6.4.9. Compile sufficient spare forms, flight orders, etc. to cover the TDY period.

6.4.10. Area navigation (RNAV) Routings. The RC-26B equipment is approved for area navigation within the 48 contiguous states. It is the responsibility of the aircrew to ensure the aircraft will meet the required navigation performance for routes outside of this airspace. Aircrew will comply with FLIP general planning when filing for an RNAV route. **(T-2)**.

6.5. FLIP/Publications. Aircrew will have immediately available appropriate FLIP for the planned route of flight, to include all alternates, at both the Pilot and MSO stations. (T-3). Electronic flight bags (EFB's) are authorized and paper FLIP not required if two or more EFBs are on board the aircraft.

6.5.1. For flights conducted under VFR, the MSO should monitor a tactical pilotage chart annotated under AFMAN 11-202V3 guidelines or sectional chart to the max extent possible. Use of the moving map with the appropriate chart underlay is preferred. If mission conditions do not permit this (i.e., Street map), the PNF will perform this duty. **(T-2)**.

6.5.2. **Table 6.1** lists the publications that must be available on the aircraft in either hard copy or electronic (EFB) copy format. **(T-2)**.

Table 6.1. Publication Requirements.

ITEM	Publications	Pilot	MSO
1	T.O. 1C-26B-1, *Flight Manual*	X	
2	T.O. 1C-26B-1-1, *Flight Manual Performance Data*	X	
3	T.O. 1C-26B-1-2, *Flight Manual MSO Procedures*		X
4	T.O. 1C-26B-1CL-1, *Pilots' Flight Checklist*	X	
5	T.O. 1C-26B-1-2CL-1, *MSO's Flight Checklist*		X
6	AFI 11-202, V3, *Flight Operations*	X	
7	AFMAN 11-2RC-26B, V3, *RC-26B Operations Procedures*	X	

6.6. Flight Crew Information File (FCIF).

6.6.1. Review FCIF, V1 (index and safety-of-flight files, as a minimum) before all missions or ground aircrew duties. Update the FCIF currency record with the latest FCIF item number, date, and crewmember's initials, or as specified.

6.6.2. Crewmembers delinquent in FCIF review or joining a mission enroute will receive an FCIF update from a primary aircrew member counterpart on the mission. **(T-3)**.

6.6.3. Crewmembers not assigned or attached to the unit operating a mission will certify FCIF review by entering the last FCIF number and their initials behind their name on the file

copy of the flight authorization or file copy of their crew orders (or as specified in MAJCOM supplement to this AFMAN). **(T-2)**.

6.7. Airfields.

6.7.1. Authorized Airfields. The RC-26B is authorized to take off and land at military or civilian airfields.

6.7.2. Airfield Security. When departing on missions destined outside the CONUS, ACs should review applicable MAJCOM security publications.

6.7.3. Airfield Suitability and Restrictions Report Air Mobility Command provides the ASRR. While it does not contain RC-26B specific aircraft information, it does contain information that may be helpful to RC-26B aircrews. This includes general airfield information, information regarding operations in specific areas of responsibility (AORs), and important phone numbers. Aircrews should refer to the ASRR for all operations at airfields outside the contiguous US and unfamiliar CONUS airfields. The website address is **https://www.afd.scott.af.mil/**. All aircraft will comply with non-aircraft-specific restrictions (e.g., "day only"). Aircrews must submit waivers to restrictions contained in the ASRR through NGB/A2/3/6/10 and approval of National Guard Bureau A3. **(T-2)**.

6.7.4. Airfield Qualification Program (AQP). Aircrews will review AQP airfields prior to operating at any unfamiliar airfield or an airfield that the PIC has not operated from within a 1 year timeframe. **(T-3)**. If the airfield is listed, thoroughly review all information pertaining to operations at the airfield. If the airfield is not listed, review all approaches and FLIP information about the airfield. The AQP is available through the internet. All hard copy AQP books are now obsolete. Web address is **https://www.milplanner.com**. OSS Current Operations will USERID and Password. **(T-2)**.

6.7.5. Use of Non-DoD/ National Geospatial-intelligence Agency (NGA) or Federal Aviation Administration (FAA) (National Oceanic and Atmospheric Administration (NOAA)) Approaches. Aircrew will check **https://www.afd.scott.af.mil/** to confirm the necessary procedure review of non- DoD/NGA or FAA (NOAA) approaches has been accomplished and approved for use by any MAJCOM. **(T-2)**.

6.7.5.1. Approaches not approved for use by DoD. If the procedure(s) required is/are not posted on the GDSS or the valid time has expired, a review must be requested within 7 or 14 days as applicable. NGB/A2/3/6/10 approval is required prior to using any Non-DoD/NGA or FAA (NOAA) approach or departure procedure (i.e., Jeppesen®/Host Nation Procedure) not approved by another DoD agency. Submit requests for approval to NGB/A2/3/6/10.

6.7.5.2. Requests will include the airfield name, approach procedure(s), International Civil Aviation Organization (ICAO) identifier, city, country and required dates for using the procedures. Units will submit requests at least 2 weeks in advance to allow for processing. **(T-2)**. If your requested location is already published in DoD FLIP, justification is required for additional procedures. Emergency requests will be handled on a case-by-case basis.

6.7.6. Aircraft Rescue and Fire Fighting (ARFF). At home station, or when conducting simulated emergency procedures and/or touch and go landings at any location, minimum ARFF requirements are as follows:

6.7.6.1. At USAF and ANG flying installations, in accordance with Air Force Pamphlet (AFPAM) 32-2004.

6.7.6.2. At other than USAF and ANG active flying installations, airfields will meet Index A airport requirements as identified in Title 14 CFR § 139.315**. (T-0). NOTE:** To ensure adequate response times when conducting simulated emergency procedures and/or touch and go landings, an ATC control tower should be operational to assure proper response time from fire/rescue personnel. In absence of an active tower, a Supervisor of Flying (SOF) or wing designated ground safety observer may be used if ground communications links with fire/rescue personnel are available and radio contact is established with the airborne RC-26B.

6.7.6.3. RC-26B Det/Flt CC may authorize operations at training landing zones and local airfields that do not possess local ARFF services.

6.8. Briefing Requirements.

6.8.1. AC's Crew Briefing. Cover all applicable items to include MAJCOM, Numbered Air Force, and unit special interest items, when applicable.

6.8.2. Mission Briefings. Prior to all missions, the AC will conduct a mission briefing. **(T-3)**. Items covered will vary depending upon the mission type and location; each unit will develop a mission briefing guide tailored to their operations. **(T-3)**. At minimum, the following topics will be briefed:

6.8.2.1. Temporary Flight Restrictions if operating under VFR

6.8.2.2. Security/Threat Assessment.

6.8.2.3. Risk Assessment.

6.8.2.4. Emergency Procedures.

6.8.2.5. Hazards associated with human factors, ORM risks, and mitigating factors.

6.8.2.6. Items directed in Unit Addendum added as **Chapter 10**.

6.8.3. Weather Briefings. Verbal weather briefings are authorized for local flights. Obtain a briefing on current weather, trends, and forecast for the proposed route, destination, and alternates. The AC will ensure a weather briefing is obtained for all flights and all aircrew are briefed accordingly prior to departure. **(T-3)**. If the flight will transit non-Air Force bases, crews must make arrangements to ensure adequate weather support facilities and services are available. **(T-3)**. If adequate services are not available, crews will obtain weather support through any means available to ensure required weather data is in their possession prior to mission accomplishment. (T3) When face-to-face briefings are not possible, obtain a telephone weather briefing.

6.8.3.1. Obtain weather information from US military weather services, any FAA-approved weather source or any host nation civil or military weather source. **(T-0)**.

6.9. Call Signs.

6.9.1. Training/Counterdrug Missions. Aircraft will use a unit assigned call sign followed by a 2-digit number. **(T-3)**. Law enforcement aviation call signs may also be used when operating with the corresponding agency (i.e., DEA, FBI, etc.).

6.9.2. Operational Missions. Aircraft will use call signs assigned by OPORD or diplomatic clearance. **(T-3)**. If no call sign has been assigned to the mission, use a unit assigned call sign.

6.10. Flight Logs. The following types of flight logs are approved for use by RC-26B aircrews:

6.10.1. Computer-based.

6.10.2. Manually computed.

6.10.3. Flight plans stored in the Flight Management System (FMS).

6.10.4. Local flight plan forms are authorized provided they contain the minimum information required by the controlling agency.

6.11. Instrument Flight Rules. Conducts flight operations under IFR when necessary in accordance with AFMAN 11-202V3. VFR is standard for RC-26B operations.

6.12. Departure Planning. Use AFMAN 11-202V3, *Flight Operations*, this chapter, and appropriate MAJCOM supplement.

6.12.1. Gross Weight (GW). The AC will ensure that the aircraft does not exceed the maximum GW, zero fuel weight, or center of gravity limitations specified in the aircraft flight manual. **(T-3)** GW may be further restricted by operating conditions such as, icing, temperature, runway length and slope, departure maneuvering, required climb gradients, and obstacles.

6.12.2. It is the AC's responsibility to ensure the aircraft can meet or exceed all published climb gradients. **(T-2)**.

6.12.3. IFR. For IFR operations, comply with AFMAN 11-202V3 guidance and the following:

6.12.3.1. Determine the single engine climb gradient. Aircrew will obtain data from the Jeppesen® Milplanner website and special engine out procedures are the primary special departure procedures for the RC-26B and will be used as the primary method for an engine inoperative departure planning. **(T-3)**. If Jeppesen® data is not available, use the Performance Manual to determine if the single engine climb gradient meets or exceeds the required IFR climb gradient.

6.12.3.2. Local RC-26B Standardization and Evaluation will ensure that all pilots are qualified in the use of Jeppesen® data and procedures. **(T-3)**. Do not exceed the maximum gross weight listed in the Jeppesen® Milplanner data. Unless specifically authorized, fixed-wing multi-engine aircraft should not depart a location under VFR without ensuring that they can vertically clear published IFR departure procedure restrictions along the planned departure route with One Engine Inoperative.

6.12.4. VFR. For VFR operations, comply with the following:

6.12.4.1. If obstacles are present, aircrew will not exceed the maximum gross weight listed in the Jeppesen® Milplanner data. **(T-3)**. If an engine failure occurs during the takeoff, aircrews should follow the Jeppesen® special departure procedure.

6.12.4.2. If obstacles are present and Jeppesen® Data is not available, the aircraft must be able to fly the published IFR departure procedure or maintain obstacle clearance Visual Meteorological Conditions (VMC) with one engine inoperative. **(T-2)**.

6.12.5. Weather Minimums for Takeoff.

Table 6.2. Weather Minimums.

Mission	Visibility	Remarks
Training	Landing minimums	Published Approach Minimums for the landing runway
Operational	Runway Visual Range (RVR) 1200, ¼ Statute Mile (SM), or 370 m	For runways with more than one operating RVR readout, RVR must read a minimum of 1200 RVR on all transmission meters. RVR is prevailing over visibility. For RVR less than 1600, centerline lighting must be on and operational and the crew must be fully qualified. **(T-3).**
NOTE: When weather is below approach minimums (ceiling or visibility) a takeoff alternate is required. **(T-2)**.		

6.12.6. Departure Alternates. A departure alternate is required if ceiling or visibility is below landing minimums for an available approach (at departure aerodrome). When a departure alternate is required, the aircraft must be capable of maintaining the minimum enroute altitude (MEA) or minimum obstacle clearance altitude, whichever is higher, to the departure alternate using one engine outperformance criteria. To qualify as a departure alternate, the airfield must meet one of the following conditions:

6.12.6.1. Existing weather at an alternate within 30 minutes flying time must be equal to or better than the published approach minimums and forecast to remain so until 1 hour after takeoff, but in no case forecast to be lower than 200-1/2 (RVR 2400). **(T-2)**.

6.12.6.2. The existing weather at an alternate within 1 hour flying time must be at least 500-1 above the lowest compatible published approach minimums, but in no case lower than 600-2 for a precision approach or 800-2 for a non-precision approach, and forecast to remain so for 1 hour after estimated time of arrival (ETA) at the alternate. **(T-2)**.

6.12.7. Fuel Planning. **Table 6.3** is for planning purposes only. It is to be used as a planning tool for aircrews and mission planners. The numbers are derived from T.O. 1C-26B-1-1, **Figure 2**I-14 (16,000 pounds, ISA, 97% RPM). Actual fuel requirements may differ (due to changes in gross weight, temperature, true airspeed, winds, etc.). The AC will consult the performance manual for exact numbers. **(T-2)**.

Table 6.3. Fuel Planning Chart.

Phase of Flight	Fuel Requirement
[1]Start / Taxi / Takeoff	100 lbs.
[2]Max Range Cruise (at 5,000 feet MSL)	30 nautical mile (nm) / 100 lbs.
[2]Max Range Cruise (at 10,000 feet MSL)	35 nm / 100 lbs.
[2]Max Range Cruise (at 15,000 feet MSL)	40 nm / 100 lbs.
[2]Max Range Cruise (at 20,000 feet MSL)	45 nm / 100 lbs.
[3]Holding (at 10,000 feet MSL)	600 lbs. / hour
[4]Instrument Approach Procedure	150 lbs.
[4]Missed Approach	100 lbs.

NOTES:
1. Based on 20 minutes of ground operations. The fuel burned is rounded to the next 100lbs.
2. Based on long-range cruise airspeed. The specific range is rounded to the nearest 5nm per 100 lbs. of fuel.
3. Based on a holding airspeed of 200 Knots True Airspeed (KTAS). The fuel flow is rounded to the nearest 100 lbs.
4. Based on 180 KTAS at 5,000 feet Mean Sea Level (MSL). (15 minutes for the instrument approach procedure and 10 minutes for the missed approach procedure.)

SECTION 6C—Enroute

6.13. Equal Time Points (ETPs). During extended over water operations, the AC shall compute:

6.13.1. Two engine ETP (at cruising altitude and ground speed). **(T-2)**.

6.13.2. Single engine ETP using max range single engine groundspeed at 10,000 feet MSL or single engine service ceiling (whichever is lower). **(T-3)**. This is a conservative calculation that takes into account both a possible depressurization and a single engine condition.

6.14. Adverse Weather Avoidance. Pilots will plan to fly all missions to avoid areas of known or forecast severe weather including severe icing or severe turbulence, which may exceed aircraft limitations. **(T-3)**. Plan and fly all missions in accordance with AFMAN 11-202V3 weather avoidance guidance.

6.15. In-flight Emergency Procedures. Report deviations from directives that may occur as a result of an emergency in accordance with AFMAN 11-202V3.

6.15.1. Single Engine Considerations. The AC will ensure there is enough fuel available to continue to a suitable airfield, should an engine failure occur. **(T-3)**. Compute fuel burn at 10,000 feet MSL or single engine service ceiling (whichever is lower).

6.15.2. Single Engine Drift Down. Some operations over mountainous regions require minimum enroute altitudes that are higher than the airplane's single engine service ceiling. In those cases, an adequate margin of safety may be obtained by cruising at an altitude higher than the minimum IFR altitude so as to allow drift down to the single engine service ceiling in the event of an engine failure. Drift down cruise during single engine operation would result in reaching the end of the route segment at an altitude equal to or greater than the minimum IFR altitude. The AC will ensure the aircraft can maintain the minimum IFR altitude for the entire route of flight with one engine inoperative (reference T.O. 1RC-26B-1-1, p. 3A-1). **(T-2)**.

SECTION 6D—Arrival.

6.16. Descent. Prior to descent into unfamiliar areas, appropriate terrain charts (Operational Navigation Chart, Sectional Aeronautical Chart, tactical pilotage chart , or Joint Operations Graphic) should be reviewed to increase aircrew situational awareness of obstructions.

6.16.1. Night and Marginal Weather Operations. Fly a precision approach, if available, at night or during marginal weather unless on an instrument training flight or check ride in which case fly approaches necessary to complete training or evaluation requirements. If a precision approach is not available, fly any available approved instrument approach.

6.16.2. During night VFR conditions, if an approved instrument approach is not available, a visual approach may be flown. The mission sensor officer and pilot not flying the approach will monitor any approach when practical to enhance safety. **(T-2)**.

6.17. Instrument Approach Procedures.

6.17.1. The RC-26B is a Category "B" aircraft. If it is necessary to maneuver (e.g. circling or sidestep maneuvers), at speeds in excess of 120 KIAS, fly the minimums for the appropriate airspeed category based on the guidance found in AFMAN 11-202V3, para 18.14.

6.17.2. For a precision approach, the decision height (DH) will provide a height above touchdown of 200 feet or higher. For precision approach radar approaches, visibility will be no lower than RVR 2,400 (730 meters) or 1/2 mile visibility (800 meters) with no RVR readout available.

6.17.3. When circling minimums are published, but not by category, circling approach minimums are a ceiling of 600 feet and 2 miles prevailing visibility, or published minimums, whichever is higher.

6.17.4. If established on a segment of the approach or being radar vectored to final approach and the weather is reported or observed to be below approach minimums, the AC has the option of continuing the approach to the missed approach point/decision height (MAP)/DH. If deciding to abandon the approach, level off (or descend if a lower altitude is required for the missed approach procedure). Comply with the last assigned clearance until a new or amended clearance is received.

6.17.4.1. Do not continue the approach below minimums unless the aircraft is in a position to make a safe landing and the runway environment is insight.

6.17.4.2. If the approach is continued, the AC must plan to have sufficient fuel available to complete the approach and missed approach and proceed to a suitable alternate with normal fuel reserve. **(T-3)**.

6.17.4.3. The AC has final responsibility for determining when the destination is below designated minimums and for initiating a proper clearance request.

6.17.5. Aircrews performing approaches and landings at locations where temperatures are 0 degrees C or below will refer to the Flight Information Handbook, **Section 6D**, Temperature Correction Chart, to correct Minimum Descent Altitude (MDA), DH, and other altitudes inside the final approach fix (FAF) if required. **(T-3)**.

6.18. Alternate. In addition to the requirements in AFMAN 11-202V3, the following conditions require an alternate:

6.18.1. When forecast surface winds are out of limits.

6.18.2. When the departure or destination aerodrome is outside the 48 contiguous states (regardless of forecast weather).

6.19. Holding in Lieu of Alternate for Remote or Island Destination. When filing to a remote or island destination, aircrews may use 1+15 hours of holding fuel (not including fuel reserves) in lieu of an alternate. A remote or island destination shall be defined as an isolated location, whether due to distance or geographical barriers (e.g., mountain ranges), that is more than one hour flying time (at single engine altitudes and airspeeds) from a suitable alternate. Comply with the following restrictions:

6.19.1. Pilots will compute holding fuel at 10,000 feet MSL or single engine service ceiling (whichever is lower). **(T-3)**.

6.19.2. Forecast winds must be within limits at ETA plus 2 hours.

6.19.3. Forecast weather must be equal to or greater than the published non-precision approach minimums at ETA plus 2 hours.

6.20. Fuel Reserve. Minimum fuel is 400 lbs. and emergency fuel is 300 lbs.

6.21. Precision Runway Monitor (PRM) Approach. PRM approaches are used at certain airports to increase arrival efficiency. It allows for simultaneous Instrument Landing System (ILS) approaches on parallel runways that are separated by less than 4300 feet. It requires special equipment and training. RC-26B aircrews are authorized to fly PRM approaches provided the following conditions are met:

6.21.1. Pilot must view the FAA view ILS PRM Approach: Information for Pilots. **(T-0)**.

6.21.2. Pilots must be familiar with the appropriate PRM information contained in the Aeronautical Information Manual. **(T-3)**.

6.21.3. Training must be documented in the pilot's training folder. **(T-3)**.

6.21.4. Required aircraft equipment must be installed and operable. **(T-3)**.

SECTION 6E—Miscellaneous.

6.22. Aircrew Flight Equipment (AFE). AFE, training requirements are in accordance with AFI 11-301V1, *Aircrew Flight Equipment (AFE) Program*. Management and Configuration requirements for Aircrew Flight Equipment will be in accordance with **Table 6.4** and **Figure 6.1** (T-2).

6.22.1. Aircrew Flight Equipment or designated representative will:

6.22.1.1. Before departing home station or enroute stations, ensure appropriate serviceable protective clothing and aircrew flight equipment, for the entire or remainder of the mission are aboard the aircraft. **(T-2)**.

6.22.1.2. Before departing home station and following enroute crew changes, review, sign, and date the AFTO Form 46, *Prepositioned Aircrew Flight Equipment*, to ensure all required AFE has been certified/ installed by AFE personnel and that configuration documents match mission requirements. **(T-3)**. Aircrew will ensure appropriate number and type of life preservers are aboard for over-water missions. **(T-3)**.

6.22.1.3. ACs are responsible for AFE inventory to and from depot maintenance. **(T-3)**. Aircraft should be sent in the minimum standard configuration.

6.22.1.4. Missing Equipment. Aircrew members discovering equipment missing will accomplish the following:

6.22.1.4.1. Make an AFTO Form 781, *ARMS Aircrew/Mission Flight Data Document*, entry for equipment found missing. Additionally, the AC will ensure equipment removed from the aircraft at an enroute station is documented in the AFTO Form 781A. **(T-3)**.

6.22.1.4.2. Annotate AF Form 4076, *Aircraft Dash 21 Equipment Inventory* and AFTO Form 46 in the next vacant column indicating the quantity remaining for the item. The AC should ensure the ICAO location designator is entered above the check number of that column. The AC will leave AF Form 4076 and AFTO Form 46 on board the aircraft in the event of an enroute crew change. **(T-3)**.

6.22.1.4.3. Advise the AC and determine whether the missing equipment should be recovered or replaced before mission continuation. **(T-3)**.

6.22.1.4.4. Assist, as required, in preparing reports of survey for missing equipment. **(T-3)**.

6.22.1.4.5. When possible, advise NGB/A3OS and appropriate C2 agency (or airport management) before mission continuation. **(T-3)**.

6.22.2. Additional Equipment. If more equipment is discovered during the preflight than is annotated on the AF Form 4076 or AFTO Form 46, annotate the total quantity in the next vacant column for the item. The AC will ensure the ICAO location designator is entered above the check number of that column. **(T-2)**.

6.22.3. Life preserver units (LPU) are required for all over water flights beyond gliding distance of land.

6.22.4. Life rafts are required for all extended over water operations. Extended over water operations shall be defined as operations beyond gliding distance of land (not including instrument approach procedures or traffic pattern operations).

6.22.5. Aircrew occupying a crew station will have an oxygen mask connected and readily available for use from before engine start until engine shutdown. **(T-2)**.

Table 6.4. RC-26 Aircrew Flight Equipment Configuration.

Equipment Items (AFE will maintain unless otherwise noted)	Standard	Notes
Emergency Respirator Oxygen System (EROS) Mask w/Goggle, Quick Don/Cockpit	2	1
EROS Mask with Oxygen Cylinder/MSO Station	1	1
Protective Breathing Device (PBE)	2	
Emergency Passenger Oxygen System (EPOS)	7	2
Life Preserver, Adult Child (AC)	7	5
Life Raft, 9 Person, AC-9	1	5
Kit, Survival "Football"	1	3
Suit, Anti-Exposure	3	5
Kit, Passenger Demonstration	1	

NOTES:

1. Provided and maintained by contractor.

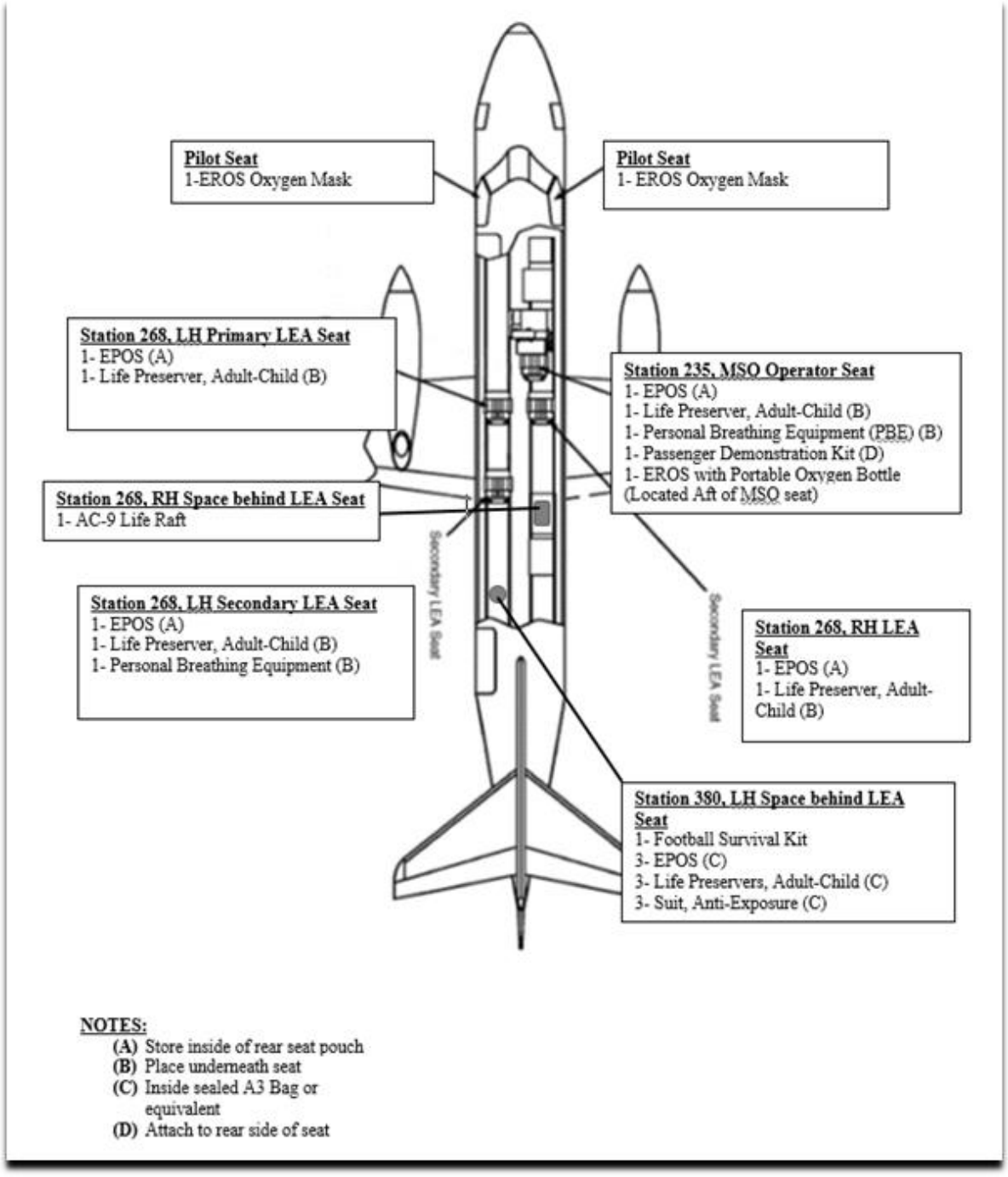
2. As a minimum, each aircraft will have one EPOS per passenger or additional aircrew.

3. Survival kits will be pre-positioned on the aircraft. One (1) kit per three aircrew members for OCONUS missions.

4. For inter- and intra-command transfer of aircraft, position AFE equipment on each aircraft in accordance with Standard Configuration. Units gaining aircraft, will contact the losing organization and initiate transfer of required AFE and inspection records. **(T-2)**. AFE will conduct an aircraft acceptance inspection on equipment and forward a copy of discrepancies, to include any equipment shortages to NGB. **(T-2)**. Do not transfer aircraft with less than the required equipment. The losing organization will fill shortages from on-hand assets to ensure transferring aircraft has required equipment. **(T-2)**.

5. Home station missions that will leave and return and flying within gliding distance of land, may remove LPU's, Anti-Exposure Suits, and the AC-9 Life Raft. **(T-3).**

Figure 6.1. RC-26 AFE Standard Configuration.



6.23. Arresting Cables. The aircraft may be taxied over arresting cables. Use caution since the cables may damage the propellers or sensor. Takeoff or landing over raised arresting cables is prohibited. (T-2).

6.24. Landing with Hot Armament. Units with aircraft that have been modified with defensive systems shall publish hot armament procedures in local unit addendum. (T-2).

6.25. Area Navigation (RNAV). Aircrew will comply with current T.O., regulatory and operational guidance. **(T-3)**.

6.26. Vertical Navigation (VNAV).

6.26.1. The aircrew will comply with current T.O., regulatory and operational guidance. **(T-3)**.

6.26.2. The KNS-660 FMS is not certified for VNAV.

6.27. Dropped Object. If an externally dropped object is discovered, the flight crew will notify the controlling agency as soon as practical (including routing, altitude, weather, etc.). (T-3).

6.28. Cockpit Voice Recorder. If involved in a mishap or incident, after landing and terminating the emergency, pull the cockpit voice recorder power circuit breaker (if the airplane is equipped). (T-2).

6.29. Impoundment of Aircraft. If an aircraft is involved in a serious in-flight incident, the AC should impound the aircraft immediately after landing and contact the controlling agency for further instructions.

Chapter 7

AIRCRAFT SECURITY

7.1. General. This chapter provides guidance on aircraft security and preventing and resisting aircraft piracy (hijacking) of RC-26B aircraft. AFI 13-207-0, *Preventing and Resisting Aircraft Piracy (Hijacking) (FOUO),* AFI 31-101,*Integrated Defense (ID)* and specific MAJCOM security publications contain additional guidance. Aircrews will not release information concerning hijacking attempts or identify armed aircrew members or missions to the public. (T-2).

7.2. Security. The AC will ensure that adequate security of the aircraft is provided at all times. (T-3). This includes determining that aircraft is properly chocked and responsible personnel on both military and civilian airfields are advised as to the length of stay and where the crew may be contacted.

7.3. Security Procedures.

7.3.1. Briefings. When required, ACs will receive a threat assessment and security capability evaluation briefing at home station and receive updates at enroute C2 facilities. **(T-2)**.

7.3.2. Unauthorized Entry. The AC will have the aircraft locked during all remain overnight and at other times when a crewmember is not in the general vicinity. **(T-3)**.

7.3.2.1. If forced entry is apparent, notify the local authorities and nearest command and control. Inspect the aircraft thoroughly.

7.3.2.2. Coordinate with the local base operations or transient alert representatives on procedures for servicing the aircraft while the crew is away.

7.4. Detecting Unauthorized Entry.

7.4.1. When parking on a secure ramp, the aircraft will normally be left unlocked and unsealed to allow ground personnel immediate access. If, in the AC's judgment, the aircraft needs to be locked and sealed in order to detect unauthorized entry, then:

7.4.1.1. Use available aircraft ground security locking devices.

7.4.1.2. Secure the doors in a manner that will indicate unauthorized entry (for example, tape the inside of doors to the airframe so that the entry pulls the tape loose).

7.4.1.3. Close and lock the door.

7.4.1.4. Do not wipe the immediate area around the lock and latches clean to aid in investigation of a forced entry.

7.4.1.5. The AC will report any unauthorized entry or tampering to the Air Force Office of Special Investigations (AFOSI), security forces or local authorities, and the controlling agency. **(T-3)** AC will have the aircraft thoroughly inspected prior to flight. **(T-3)**. AFOSI can be reached at 1-877-246-1453 for support if TDY.

7.4.2. Security awareness is crucial to effective mission accomplishment. Aircrews must always remain vigilant to their surroundings, especially at high threat, low security locations.

(T-3). During preflight activities, aircrews will inspect accessible areas, to include aircraft wheel wells, and tail cone compartment for unfamiliar devices. **(T-3)**. Report any suspicious items to host security forces. Aircrews will maintain a heightened security posture throughout all pre-takeoff activities. **(T-3)**.

7.5. Preventing and Resisting Hijacking. The FAA administrator has exclusive responsibility for the direction of law enforcement activity in aircraft hijacking situations involving all aircraft (civil and military) in flight in the United States.

7.5.1. A concerted effort must be made to prevent the hijacking of military or military contract aircraft by detecting potential hijackers before they board the aircraft. Should preventive efforts fail, any actual attempt to hijack a military aircraft must be resisted in a manner appropriate to the situation.

7.5.2. In taking action during an aircraft hijacking situation, military forces will act under military command within the scope of their duties.

7.5.3. In the event an aircraft involved in an aircraft hijacking situation is carrying documents, equipment, or material that DoD has determined to be highly sensitive, or weapons of mass destruction, DoD will provide FAA, and where appropriate, the FBI, with all pertinent information. Where possible, the FAA will consult and cooperate with DoD prior to directing any law enforcement activity.

7.5.4. An aircraft is most vulnerable to hijacking when the aircrew is aboard and the aircraft is operationally ready for flight.

7.5.5. Air piracy may be committed by political terrorists or by individuals to whom the threat of death is not a deterrent but a stimulus; therefore, ordinary law enforcement procedures may be ineffective. Thus, successful conclusion of a hijacking situation and apprehension of the hijackers may require use of specialized law enforcement techniques and procedures.

7.5.6. Delaying actions have been most successful in overcoming hijackings without loss of life or property.

7.5.7. In the case of an aircraft carrying passengers, the primary concern is the safety of the passengers.

7.5.8. Assistance to hijacked civil or military contract aircraft will be rendered as requested by the pilot in command of the aircraft and the authority exercising operational control of the anti- hijacking effort.

7.6. Preventive Measures. Commanders at all levels must ensure preventive measures are taken to minimize access to the aircraft by potential hijackers. **(T-2**). When a RC-26B is operating away from the home station, the AC will ensure provisions of this chapter and AFI 13-207-0, as supplemented, are complied with:

7.6.1. The host station passenger processing or manifesting facility should conduct anti-hijacking inspections. Do not board passengers until the AC is fully satisfied with inspection results. In the absence of qualified passenger service representatives, the AC will ensure the anti-hijacking inspection of passengers and baggage is accomplished. **(T-2)**.

7.6.2. Medical facility commanders are responsible for anti-hijacking inspection of patients. When patients are delivered to the aircraft by civilian sources, the aircrew will perform required inspections prior to loading. **(T-3)**.

7.6.3. During exercises or contingencies in support of combat operations involving the movement of large groups of personnel, the unit being supported should manifest passengers and perform anti-hijacking inspections.

7.6.4. Passengers will not carry weapons or ammunition on their person or in hand-carried baggage aboard an aircraft except special agents, guards of the Secret Service or State Department, and other individuals specifically authorized to carry weapons. **(T-3)**.

7.6.5. If weapons must be cleared, ask the individual to:

7.6.5.1. Move to a safe, clear area at least 50 feet from any aircraft, equipment, or personnel before un-holstering or un-slinging his or her weapons.

7.6.5.2. Clear weapons in accordance with standard DoD / law enforcement safety procedures.

7.7. Initial Response. When an act of air piracy involves an Air Force installation or aircraft within the United States, response will be according to the following guidelines until FAA assumes active direction of anti-hijacking efforts. Resist all attempts to hijack a military aircraft. Resistance may vary from simple discussion through deception and subterfuge to direct physical confrontation, including the prudent use of weapons. Use the following guidelines to counter a hijacking, actual or threatened, while the aircraft is on the ground:

7.7.1. Delay movement of the aircraft to provide time for ground personnel and the aircrew to establish communication and execute coordinated resistance actions.

7.7.2. The authority for determining when ground resistance will be discontinued is vested in the highest available level of command. When adequate communication cannot be established or when time does not permit, this authority is delegated in the following order:

7.7.2.1. MAJCOM commander exercising operational control of the aircraft.

7.7.2.2. MAJCOM commander in who's AOR the airfield lies.

7.7.2.3. Senior operational commander on scene.

7.7.2.4. AC in compliance with MAJCOM directives.

7.8. In-Flight Resistance. After airborne, success in thwarting a hijacking depends on the resourcefulness of the aircrew. Many variables of a hijacking preclude using any specific counter-hijacking procedure. Some key factors should be evaluated before deciding a course of action to be taken, including the nature of the threat, danger to life, or crippling damage to the aircraft in flight, destination indicated by the hijacker, and the presence of sensitive material on board. Some counter-hijacking actions the aircrew may consider are:

7.8.1. Engage the hijacker in conversation to calm him or her and evaluate what course of action might be effective.

7.8.2. Dissuade the hijacker.

7.8.3. Use facts or subterfuge to convince the hijacker that intermediate stops are necessary.

7.8.4. Propose more favorable alternatives, such as landing in a neutral, rather than a hostile country.

7.8.5. Exploit any reasonable opportunity to incapacitate or overcome the hijacker physically, including the prudent use of firearms.

7.9. Communications between Aircrew and Ground Agencies. Crews facing a hijacking threat will notify ground agencies by any means available as soon as practical and follow up with situation reports as circumstances permit.

7.9.1. If possible, transmit an in-the-clear notification of hijacking to ATC. Controllers should assign IFF code 7500 (does not preclude subsequent selection of code 7700).

7.9.2. If in-the-clear transmissions are not possible, report "am being hijacked" by setting transponder to code 7500. If unable to change transponder code, or when not under radar control, transmit a radio message to include the phrase "(call sign) transponder seven five zero zero."

7.9.3. Controllers should acknowledge receipt and understanding of transponder code 7500 by transmitting "(call sign) (facility name) verify squawking 7500." An affirmative reply or lack of reply from the pilot indicates confirmation and proper authorities are notified.

7.9.4. To report "situation appears desperate; want armed intervention" after code 7500 is used, change to code 7700. If unable to change transponder code to 7700, or when not under radar control, transmit "(aircraft call sign) transponder seven seven zero zero."

7.9.4.1. When changing from code 7500 to code 7700, remain on 7500 for at least 3 minutes or until a confirmation of code 7500 is received from ATC, whichever is sooner, before changing to code 7700. ATC acknowledges code 7700 by transmitting "(call sign) (facility name) now reading you on transponder seven seven zero zero."

7.9.4.2. Aircraft squawking 7700 after squawking 7500 that are not in radio contact with ATC are considered by ATC to have an in-flight emergency (in addition to hijacking). Appropriate emergency procedures are then followed. Notification of authorities in this case includes information that the aircraft displayed the hijack code as well as the emergency code.

7.9.5. To report "situation still desperate, want armed intervention and aircraft immobilized," leave flaps full down after landing or select flaps full down while on the ground. To facilitate message distribution, transmit "(aircraft call sign) flaps are full down."

7.9.6. To report "leave alone, do not intervene," retract the flaps after landing. Pilots who retract flaps after squawking 7700 should return to code 7500 and remain on code 7500 for the next leg of the hijacked flight unless the situation changes. Transmit "(call sign) back on seven five zero zero" to emphasize that intervention is no longer desired.

7.10. Forced Penetration of Unfriendly Airspace. The following procedures are designed to deter possible hostile action against the hijacked aircraft that has been forced to penetrate airspace of a nation unfriendly to the United States:

7.10.1. If instructions from the unfriendly nation are received either by radio contact or by air intercept before boundary crossing, comply with instructions received.

7.10.2. If no contact with the unfriendly nation is made before approaching a boundary:

7.10.2.1. Maintain true airspeed not more than 400 knots.

7.10.2.2. Maintain an altitude between 10,000 feet and 25,000 feet if possible.

7.10.2.3. If no course is specified, fly a direct course toward destination announced by the hijacker.

7.10.2.4. Transmit the international distress signal, MAYDAY, on any of the international distress frequencies (121.5 MHz, 243.0 MHz, or 2182 KHz) in an effort to establish communications.

7.10.2.5. Set mode 3 code 7700 on transponder.

7.10.2.6. If radio contact cannot be established, follow procedures set forth in the FLIP.

7.10.3. Consider the presence of classified documents and equipment aboard the aircraft. When a landing in an unfriendly nation is imminent, attempt to dispose of or destroy the equipment or material.

7.11. Arming of Crewmembers. When a crew of at least two pilots and one MSO is directed to carry weapons, at least one pilot and the MSO should be armed. A pilot-only crew may consist of one or more armed pilots.

7.11.1. Before departing home station, obtain weapon and ammunition from the weapons storage area. Present a current AF Form 523, *USAF Authorization to Bear Firearms*, for weapon issue. The same weapon will be reissued until the mission terminates at home station. **(t-3).** If an armed crewmember must leave the crew enroute, transfer the weapon to another authorized crewmember using AF Form 1297, *Temporary Issue Receipt*. **(T-2)**.

7.11.2. Load and unload weapons at approved clearing barrels. To transfer loaded weapons to another crewmember, place the weapon on a flat surface. Crewmembers will not use hand-to-hand transfer. **(T-2)**.

7.11.3. Crewmembers will wear weapons in a concealed holster at all times to prevent identifying armed crewmembers. **(T-3)**. Do not wear weapons off the flight line except to and from the armory and other facilities associated with aircrew activities, such as, base operations, fleet service, cargo or passenger terminal, flight line cafeteria or snack bar, etc. **(T-2)**.

7.11.4. Crewmembers will be armed prior to preflight duties and until completion of all offload duties. **(T-2)**.

7.11.5. During crew rest, store weapons in the most secure facility available, normally a base armory. If a weapons storage facility is not available, secure firearms and ammunition in the aircraft. If aircraft is not equipped with a gun box, leave weapons in the most secure and least visible location on the aircraft. The AC will lock aircraft during all remain over nights. **(T-2)**.

7.11.6. Follow the guidance set forth in AFI 31-117 *Arming and Use of Force by Air Force Personnel* and NGB 500-2/ANGI 10-801 *National Guard Counterdrug Support*. **NOTE**: During operations in support of law enforcement agencies, LEAs are normally on board the aircraft. Most often these agents are armed. It is the AC's responsibility to ensure verification of the LEA's identification and proper licensing prior to allowing the LEA to board the aircraft.

Chapter 8

TRAINING

8.1. Qualification Training.

8.1.1. Initial Qualification Training (IQT).

8.1.1.1. All pilot IQT will be accomplished on dedicated training sorties. **(T-3)**.

8.1.1.2. Passengers are not permitted for any portion of pilot IQT.

8.1.2. Mission Qualification Training (MQT).

8.1.2.1. MQT should be accomplished on dedicated training sorties.

8.1.2.2. Pilot MQT may be accomplished in conjunction with actual missions at instructor discretion if the pilot student has a current and valid initial qualification training (IQT) Form 8.

8.1.2.3. Mission Systems Officer (MSO) MQT may be accomplished in conjunction with actual missions at instructor discretion if the MSO student has passed the MSO IQT phase check.

8.2. Touch and Go Landings.

8.2.1. Touch-and-go landings will only be accomplished by students under the direct supervision of a current and qualified Instructor Pilot (IP) or during evaluations if an Evaluator Pilot (EP) is in the other pilot seat. **(T-2)**.

8.2.2. Current and qualified ACs may perform Touch-and-Go landings per **paragraph 8.2.3** and specific restrictions in **paragraph 8.2.3.9** with a current and qualified pilot/copilot occupying the other pilot seat.

8.2.3. Touch and Go landing restrictions.

8.2.3.1. Flight manual restrictions and procedures apply.

8.2.3.2. Minimum runway length is 6000 feet. The aircraft must be able to stop in the remaining runway, in the event of an abort. **(T-2)**.

8.2.3.3. Reported ceiling and visibility will be at or above 300-3/4 (RVR 40) minimum. **(T-2).**

8.2.3.4. Touch and Go landings or multiple approaches with passengers on board is prohibited. This restriction does not apply to ACM or MEP.

8.2.3.5. Wet runway or runway condition reading must be a measured 12 or higher. **(T-3)**.

8.2.3.6. Do not accomplish touch and go landings on slush-covered runways.

8.2.3.7. Pilots will accomplish all touch and go and approach training during the first 12 hours of the flight duty period (FDP) only. **(T-2)**.

8.2.3.8. If departure obstacles are present, the AC will ensure the aircraft becomes airborne before the Jeppesen® single engine to 35-foot distance. **(T-2)**.

8.2.3.9. For AC certified for Touch and Go: 7000 ft. min runway, VFR, dry runway, maximum of 15-knot crosswind.

8.2.4. Touch and Go Briefing items. The following items shall be briefed prior to accomplishing touch and go landings:

8.2.4.1. Touchdown no later than point. (On the first 3rd of runway)

8.2.4.2. Crew duties, to include engine failure, recognition and corrective action, and the proper use of flaps, trim, and rudder.

8.2.4.3. Abort plan.

8.3. Simulated Emergency Flight Procedures.

8.3.1. Practice emergencies that require simulating an engine shutdown, placing switches in other than their normal position, or an abnormal configuration, only during training, evaluation, or currency flights when an instructor or flight examiner pilot is in one of the pilot seats. Crewmembers will preface all simulated emergencies with the word "simulated" and terminate simulated emergencies when an actual emergency arises. **(T-3)**. Copilots designated as Mission Qualified Pilot (MPQ) candidates may perform any maneuver authorized for an MPQ (when in the left seat) under the direct supervision of an IP.

8.3.2. Use a realistic scenario, do not compound emergencies.

8.3.3. Simulated Single Engine Operations.

8.3.3.1. Direct IP supervision required.

8.3.3.2. Weather. Simulated engine failure is authorized in day instrument meteorological conditions (IMC) if the weather is at or above circling minimums for the approach to be flown, and at night with weather at or above the higher of (1) 1,000-foot ceiling and 2SM visibility or (2) circling minimums for the approach to be flown. **(T-2)**.

8.3.3.3. Restrictions

8.3.3.3.1. Pilots must conduct actual engine shutdowns must be conducted above 5,000 feet Above Ground Level (AGL). **(T-2)**. Actual engine shutdowns may only be performed during Functional Check Flights (FCFs) or formal training flights.

8.3.3.3.2. The pilot will initiate simulated engine failure on takeoff above V_2 and no lower than 300 feet AGL. **(T-2)**.

8.3.3.3.3. The pilot will initiate simulated single engine go-arounds no lower than 300 feet AGL. **(T-2)**.

8.4. Operating Limitations.

8.4.1. Unless specifically authorized in this manual, do not practice emergency procedures that degrade aircraft performance or flight control capabilities in-flight.

8.4.2. In an actual emergency, terminate all training and flight maneuvers practice.

8.4.3. Low/Missed Approaches. Initiate a planned missed approach no lower than:

8.4.3.1. Precision approach – DH (or 200-feet HAT, whichever is higher).

8.4.3.2. Non-precision approach/Visual approach – 300 feet AGL for simulated emergencies (no minimum for non-emergency).

8.4.4. Simulated emergency procedures will be kept to a minimum when IMC or at night. **(T-3).**

8.5. Prohibited In-Flight Maneuvers. Practice the following maneuvers in the simulator only, unless specified in the qualification or IP upgrade syllabus or functional check flight training (See **para 8.13**):

8.5.1. Simulated engine-out takeoffs.

8.5.2. Full Stalls.

8.5.3. Approach to stalls, slow flight, and flight on the backside of the power curve.

8.5.4. Dutch rolls.

8.5.5. Jammed stabilizer approaches and landings.

8.5.6. Aborted takeoffs.

8.5.7. Unusual attitudes.

8.5.8. Emergency descents.

8.5.9. Runaway pitch or roll, trims, and yaw demonstrations.

8.5.10. Simulated dual-engine failures.

8.5.11. Actual engine shutdowns.

8.6. Training/Evaluation Briefing. Before all training and evaluation missions, instructors and flight examiners will brief their crews on the following additional items:

8.6.1. Training and evaluation requirements. Instructors and evaluators will outline requirements and objectives for each student or examinee. **(T-3)**.

8.6.2. Planned training area and seat changes. **(T-3)**.

8.7. Debriefing. Review and evaluate the overall training performed. Each student or aircrew member should understand thoroughly what training has been accomplished. Ensure all training is documented.

8.8. Simulated Instrument Flight. Artificial vision-restricting devices are not authorized for any phase of flight. Simulated instrument flight may be flown and logged without the use of a vision-restricting device.

8.9. Maneuvers Requiring an Instructor Pilot (IP). The following maneuvers must be conducted under the direct supervision of an instructor pilot:

8.9.1. Simulated emergency or abnormal procedures.

8.9.2. Touch and go landings. Authorized for certified ACs.

8.9.3. No flap landings.

8.9.4. Approach to stalls (**NOTE**: Pilots must perform this maneuver must be performed above 5,000 feet AGL).

8.10. Practice Instrument Approaches under VFR. Aircrews are authorized to fly practice instrument approach procedures under VFR. Comply with the restrictions in AFMAN 11-202V3.

8.11. Tactical Arrival Training. Tactical arrivals are non-standard methods of arrival used to get the aircraft on the ground quickly with minimal exposure to ground-based threats. Altitudes, airspeeds and sink rates are non-standard and should be thoroughly briefed. The high sink rates will cause the Ground Proximity Warning System to activate.

8.11.1. Tactical arrival training with passengers on board is prohibited.

8.11.2. Pilots must conduct tactical arrival training must be conducted in day and/or night visual meteorological conditions (VMC). **(T-2)**.

8.11.3. Limit maneuvering to 60 degrees of bank (without flaps). If flaps are extended, limit bank angle to 45 degrees (Limit Load Factors: Flaps up +3.2g to -1.21g & Flaps extended +2.00g to 0.0g).

8.11.4. The aircraft must be stabilized on final by 300 feet AGL and 1 Nautical Mile (NM). Stabilized is defined as: wings level, 140 Knots Indicated Airspeed (KIAS) (desired), and 1000 vertical speed indicator (maximum). If any of these parameters are exceeded, execute a go-around.

8.11.5. Brief the touchdown no-later-than point.

8.12. Tactical Departure Training. Tactical departures are non-standard methods of departure used to position the aircraft away from the ground quickly with minimal exposure to ground-based threats.

8.12.1. Tactical departure training with passengers on board is prohibited.

8.12.2. Pilots must conduct tactical departure training must be conducted in day and/or night VMC. **(T-2)**.

8.12.3. Limit maneuvering to 60 degrees of bank (without flaps). If flaps are extended, limit bank angle to 45 degrees.

8.12.4. It is essential for crews to keep in mind the G-limitations of this aircraft; at no time should any of these maneuvers exceed the certification of the aircraft. Load Factors: Flaps up +3.2g to -1.21g & Flaps extended +2.00g to 0.0g.

8.13. Functional Check Flights. Maneuvers (as required by 1C-26(R)B-6CF-1) to either accomplish Functional Check Flights (FCFs) or provide FCF training are authorized in flight.

8.14. Off Station Training. Due to the unique nature of RC-26B operations, off station training is authorized and encouraged. Crews must maintain the ability to operate in any environment including, but not limited to: high altitude airports, international airports, uncontrolled municipal fields, and other challenging environments. **(T-3)**. Additionally, limited availability of aircraft and instructors coupled with the nationwide geographic separation of units require off station training to maintain mission readiness. Defining the local training area as CONUS allows the flexibility required for the program to maintain mission readiness and proficiency in all aspects of the RC-26 mission.

Chapter 9

DOMESTIC MISSION EMPLOYMENT

9.1. Mission Coordinator Responsibility. The MSO is typically the MCO and therefore responsible for ensuring intelligence and surveillance needs of the customer are being met. MCOs are responsible for, planning and scheduling resources to ensure mission success. The MCO's responsibilities may include, but are not limited to, coordination with Federal, State, and Local law enforcement, Air Traffic Control, and frequency management authorities.

9.2. Mission Request/Approval. For counterdrug operations, the requesting agencies must provide a signed letter on organization letterhead stating the reason for the request, the associated nexus, and duration of support. **(T-0)**.

9.3. Communication. Communication is essential to a successful mission. The MCO will ensure the agency being supported on the ground will have the means to communicate with the aircraft while airborne. **(T-3)**. The MCO will make every effort to identify the communication requirements (VHF/UHF/HF, other) during the initial meetings with the customer. **(T-3)**.

9.4. Video Data Link. Prior to transmitting any video data link signal the MCO will need to verify frequencies, these are controlled and managed by the Spectrum Management Office and National Guard Bureau. **(T-2)**.

9.5. Law Enforcement Rider. The MCO should request that any LEA riding be comfortable in small aircraft, and be familiar with the operation and comfortable communicating via the radio. LEA riders are considered passengers and are required to have a full emergency equipment and egress brief. They should also receive a familiarization on the functions of the communication panel.

9.6. Data Collection. For domestic operations, LEAs are required to bring all storage recording devices required for evidence capture. It is recommended the LEAs bring a data storage device, with a minimum of 8 GB of storage. Once the mission is complete the LEA is responsible for the data storage device, this releases the crew of liability associated with the data.

Chapter 10

RESERVED FOR UNIT ADDENDUM

Chapter 11

OPERATIONAL REPORTS AND FORMS

11.1. General. This chapter contains a description of applicable reports and forms. For assistance in completing safety forms contact the wing, unit, or local flight safety officer.

11.2. AF Form 457, *USAF Hazard Report.* See AFI 91-202, *The US Air Force Mishap Prevention Program*. AF hazard reporting system provides a means for Air Force personnel to alert supervisors and commanders to hazardous conditions requiring prompt corrective action. A hazard is any condition, act, or circumstance that jeopardizes or may jeopardize the health and wellbeing of personnel, or which may result in loss, damage, or destruction of any weapons system, equipment, facility, or material resource.

11.3. AF Form 651, *Hazardous Air Traffic Report (HATR*). See AFI 91-202, *Hazardous Air Traffic Report (HATR) Program (RSC HAF-SE (AR) 7602).*

11.3.1. The Air Force HATR program provides a means for personnel to report all near midair collisions (NMAC) and alleged hazardous air traffic conditions. Use information in HATR reports only for mishap prevention. AFI-204, *Safety Investigation and Hazard Reporting*" list reportable incidents.

11.3.2. Procedures.

11.3.2.1. Make an airborne report of the hazardous condition to the nearest ATC agency (e.g., center, Flight Service Station control tower, or aeronautical radio station), and give the following information as appropriate:

11.3.2.1.1. Identification or call sign.

11.3.2.1.2. Time and place (radial/DME of NAVAIDS, position relative to the airfield, incident, etc).

11.3.2.1.3. Altitude or flight level.

11.3.2.1.4. Description of the other aircraft or vehicle.

11.3.2.1.5. Include a verbal statement as soon as possible after occurrence that a written HATR will be filed upon landing. **NOTE:** ATC agencies (e.g., FAA, etc.) must know if an official report is being filed.

11.3.2.2. The AC will file the HATR as soon as possible (24 hours) using any available means of communication. **(T-3)**. Normally, it should be filed at the Air Force base operations office at the landing airport. If this is impractical and if communications permit, notify the safety office of the Air Force base where the condition occurred, the safety office at the home base, or as prescribed by the overseas MAJCOM. In any case, provide the base or wing safety office with all available information needed to prepare AF Form 651. Turn in a completed copy of AF Form 651 to the wing safety office.

11.3.3. Individuals submitting a HATR are granted immunity from disciplinary action provided:

11.3.3.1. Their violation was not deliberate.

11.3.3.2. They committed no criminal offense.

11.3.3.3. No mishap occurred.

11.3.3.4. They properly reported the incident using procedures above. **NOTE:** HATRs are not privileged information and may be released outside the USAF.

11.4. The USAF Mishap Prevention Program.

11.4.1. Responsibilities. Notify the appropriate authorities of any mishap involving aircraft or crew. When notified, units will initiate investigative and reporting actions based on the guidance found in AFI 91-204 and AFMAN 10-206, *Operational Reporting (OPREP-3)*. **(T-2)**. **NOTE**: Do not attempt to classify a mishap. Units will complete the AF Form 711B, *USAF Mishap Repot.* **(T-2)**.

11.4.2. Reportable Mishaps:

11.4.2.1. Report damage to the aircraft, or injury to the crew or passengers; also report any damage or injury to another organization's equipment or personnel resulting from the movements or actions of an aircraft or crew.

11.4.2.2. Report the following occurrences:

11.4.2.2.1. A physiological episode is a physiological reaction, near accident, or hazard in-flight due to medical or physiological reasons. This includes:

11.4.2.2.1.1. Proven or suspected cases of hypoxia.

11.4.2.2.1.2. Carbon monoxide poisoning or other toxic exposure.

11.4.2.2.1.3. Decompression sickness due to evolved gas (bends, chokes, neurological, circulatory collapse), or severe reaction to trapped gas resulting in incapacitation.

11.4.2.2.1.4. Hyperventilation.

11.4.2.2.1.5. Spatial disorientation/distraction resulting in an unusual attitude.

11.4.2.2.1.6. Loss of consciousness from any cause.

11.4.2.2.1.7. Death by natural causes of any crewmember during flight.

11.4.2.2.1.8. Unintentional loss of pressurization if cabin altitude is above FL180, regardless of effects on personnel.

11.4.2.2.1.9. Alcohol and hangover (crew only).

11.4.2.2.1.10. Illness (both acute and pre-existing), including food poisoning.

11.4.2.2.1.11. Exposure to toxic, noxious, or irritating materials such as smoke, fumes, or liquids. **NOTE:** In the event of a physiological episode, all crewmembers and passengers involved will report to a flight surgeon as soon as practical. **(T-3)**. The flight surgeon will evaluate all effected individuals and report the incident. **(T-3)**.

11.4.2.2.2. In-flight flameout, engine failure, required engine shutdown, suspected engine power loss or loss of thrust sufficient to preclude maintaining level flight above minimum enroute altitude. **NOTE:** Intentional shutdowns for training and

Functional Check Flight (FCF) are excluded; however, report failure to restart, using the criteria above.

11.4.2.2.3. Unselected propeller reversal.

11.4.2.2.4. Flight control malfunction resulting in an unexpected or hazardous change of flight attitude, altitude, or heading.

11.4.2.2.5. Malfunction of landing gear when difficulty is experienced using emergency system of procedures.

11.4.2.2.6. In-flight loss of all pitot-static instrument indications or all gyro stabilized attitude or directional indications.

11.4.2.2.7. Spillage or leakage of radioactive, toxic, corrosive, or flammable material from aircraft stores or cargo.

11.4.2.2.8. All cases of departure from intended takeoff or landing surface onto adjacent surfaces.

11.4.2.2.9. Any incident which does not meet the established criteria for a reportable mishap but, in the judgment of the AC, needs to be emphasized in the interest of flight safety.

11.5. Reports of Violations/Unusual Events or Circumstances. AC will report violations identified in AFMAN 11-202V3, including navigation errors (including over-water position errors exceeding 24NMs, border and ATC violations) should be reported. **(T-2)**.

11.5.1. Include the following; factual circumstances, investigation and analysis, findings and conclusions, recommendations, and actions taken.

11.5.1.1. Attachments should include; notification of incident, crew orders, statement of crewmembers (if applicable), and documenting evidence (logs, charts, etc.).

11.5.2. In addition to the information listed, the historical flight plan will be downloaded onto an electronic storage device and turned in to the C2 center or owning standardization and evaluation office. **(T-2)**.

11.5.3. Units will send the original investigation report within 45 days to the appropriate MAJCOM. **(T-2)**. ANG/ Air Force Reserve Command (AFRC) units receiving alleged violations will send the original investigation through channels to arrive at AFRC/Inspector General Investigator within 35 days. **(T-2)**. AFRC/Inspector General Investigator will send the investigation report to the MAJCOM within 45 days. **(T-2)**.

11.5.4. The following OPREP-3 reporting procedures for all notified of navigational errors exceeding 24 NMs should be reported under AFMAN 10-206.

11.5.4.1. On notification of a navigational position error, the AC (or agency receiving notification) documents the circumstances surrounding the incident (report content below) and ensures submission of an OPREP-3 report through Command and Control (C2) channels. **(T-3)**.

11.5.4.2. Include the following:

11.5.4.2.1. Report content include: name and location of unit submitting report, mission identification number, reference to related OPREPs-3, type of event (e.g., state "navigation position error."), date, time (Zulu), and location (e.g., ARTCC area).

11.5.4.2.2. Description of facts and circumstances. Include aircraft type and tail number, unit (wing or squadron assignment of crew), home base, route of flight, point of alleged deviation, and miles off course.

11.5.5. The ACs must keep appropriate MAJCOM agencies apprised of any unusual events or circumstances impacting their missions. **(T-3)**. Examples of reportable events include meaconing, jamming, intrusion, interception, fuel dumping, loss of multiple engines, hostile fire, injury to passengers or crewmembers, etc. This list is not exhaustive. Some events may require the C2 agency to forward OPREP reports to higher headquarters. The old adage, "when in doubt, report it," applies.

11.6. Petroleum, Oil, and Lubricants (POL) – Aviation Fuels Documentation. Several different forms are used to record aviation fuels transactions. The form used to record the transaction depends on who and where the actual refueling takes place. Basically, these transactions can be broken down into two categories: refueling at USAF locations and refueling at other than USAF bases:

11.6.1. Refueling at USAF Locations. AF Form 1994, *Fuels Issue/Defuel Document*, is used to record the aviation fuels transaction (issue or defuel) at USAF locations.

11.6.2. Refueling at location other than USAF bases:

11.6.3. DD Form 1898, *Energy Sale Slip*. This form is used to record the aviation fuels transaction (issue or defuel) at other DoD locations (USA, USN, and USMC) and at commercial airports where into-plane contracts are in force.

11.7. Air Card. This section prescribes aviation POL (AVPOL) procedures that ensure correct documentation, form and invoice processing, and program supervision. Use the Air Card for the purchase of aviation fuel and ancillary ground services at commercial airports (and some military installations) worldwide. The Air Card is authorized for use by all US government aircraft, state, and local law enforcement aircraft, and some foreign government aircraft. All ACs should plan to use the Air Card. In most cases, there will be no changes when refueling at non-Defense Energy Support Center contract locations. The Air Card is accepted at approximately 4,800 locations worldwide. A list of all Air Card accepting merchants can be found at **https://www.airseacard.com**. It replaces the SF 44 at locations that accept the Air Card.

11.7.1. When using the Air Card charges incurred during routine aircraft servicing generate a charge receipt. The AC is responsible for ensuring the receipt is correct and all appropriate signatures are obtained before departing the fixed base operator. The AC will give all charge receipts to the unit document control officer (DCO) at the completion of the mission. **(T-3)**.

11.7.2. Charges incurred for other services, including landing fees, aircraft de-icing, follow-me trucks and other aircraft related services might not generate a receipt that is given to the aircrew. If no receipt for these services is generated and provided to the aircrew the AC will ensure the location and services performed are noted and relayed to the unit DCO when the receipts are turned in upon completion of the mission. **(T-3)**. If a separate receipt is generated, turn it into the unit DCO.

MARK D. KELLY, Lt Gen, USAF
Deputy Chief of Staff, Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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AFI 31-117, *Arming and Use of Force by Air Force Personnel*, 2 February 2016

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T.O. 1C-26B-1-2CL-1, *MSO's Flight Checklist*, 29 October 2010

NGB 500-2/ANGI 10-801, *National Guard Counterdrug Support*, 29 August 2008

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 4076, *Aircraft Dash 21 Equipment Inventory*

AFTO 46, *Prepositioned Aircrew Flight Equipment*

AFTO Form 781A, *Maintenance Discrepancy and Work Document*

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

AF Form 523, *USAF Authorization to Bear Firearms*

AF Form 1297, *Temporary Issue Receipt*

AF Form 457, *USAF Hazard Report*

AF Form 651, *Hazardous Air Traffic Report (HATR)*

AF Form 711B, *USAF Mishap Report*

AF Form 711GC, *Life Sciences Report of a Physiological Mishap*

AF Form 1994, *Fuels Issue/Defuel Document*

DD Form 175, *Military Flight Plan*

DD Form 1801, *DoD International Flight Plan*

DD Form 1898, *Energy Sale Slip*

DD Form 2131 *Passenger Manifest*.

IQT Form 8

SF 44, *U.S. Government – Purchase Order – Invoice – Voucher*

Abbreviations and Acronyms

AC—Aircraft Commander

ACM—Additional Crewmember

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFPD—Air Force Policy Directive

AFTO—Air Force Technical Order

AFRC—Air Force Reserve Command

AFPAM—Air Force Pamphlet

AGL—Above Ground Level

ANG—Air National Guard

AOR—Area of Responsibility

ASRR—Airfield Suitability and Restrictions Report

ARFF—Aircraft Rescue and Fire Fighting

ARTCC—Air Route Traffic Control Center

ATC—Air Traffic Control

AQP—Airfield Qualification Program

AWACS—Airborne Warning And Control System

A2CU—Army Aircrew Combat Uniform

BASH—Bird Aircraft Strike Hazard

C2—Command and Control

CC—Commander

CONUS—Continental United States

DCO—Document Control Officer

DETCO—Detachment Commander

DET/FLT CC—Detachment/Flight Commander

DH—Decision Height

EPOS—Emergency Passenger Oxygen System

ERO—Engine Running-Onload / Offload

EROS—Emergency Respirator Oxygen System

ETA—Estimated Time of Arrival

ETP—Equal Time Point

FAA—Federal Aviation Administration

FAF—Final Approach Fix

FCF—Functional Check Flight

FCIF—Flight Crew Information File

FDP—Flight Duty Period

FDU—Flight Duty Uniform

FLIP—Flight Information Publication

FMC—Fully Mission Capable

FMS—Flight Management System

FOD—Foreign Object Damage

FP—First Pilot

FTU—Formal Training Unit

GPS—Global Positioning System

GTACS—Ground Theater Air Control System

GW—Gross Weight

ICAO—International Civil Aviation Organization

IFR—Instrument Flight Rules

IFF—Identification, Friend or Foe

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IQT—Initial Qualification Training

KIAS—Knots Indicated Airspeed

KTAS—Knots True Airspeed

LEA—Law Enforcement Agent

LPU—Life Preserver Unit

MAJCOM—Major Command

MAP—Missed Approach Point

MC—Mission Qualified Copilot

MCC—Mission Commander

MCO—Mission Coordinator

MDA—Minimum Descent Altitude

ME—Mission Essential

MEL—Minimum Equipment List

MEP—Mission Essential Personnel

MESL—Minimum Essential Subsystem List

MFR—Memorandum for Record

MP—Mission Qualified Pilot

MPQ—Mission Qualified Pilot, non-AC

MQT—Mission Qualification Training

MSL—Mean Sea Level

MSO—Mission Systems Officer

NGA—National Geospatial-intelligence Agency

NGB—National Guard Bureau

NM—Nautical Mile

NOAA—National Oceanic and Atmospheric

NORAD—North American Air Defense Command

NVG—Night Vision Goggles

OCONUS—Outside the Continental United States

OG—Operations Group

OPR—Office of Primary Responsibility

OPCON—Operational Control

OPREP—Operational Reporting

ORM—Operational Risk Management see also Risk Management (RM)

OSS—Operational Support Squadron

PIC—Pilot in Command

PF—Pilot Flying

PMCR—Post Mission Crew Rest

PNF—Pilot Not Flying

PRM—Precision Runway Monitor

RNAV—Area Navigation

RVR—Runway Visual Range

SM—Statute Mile

SOF—Supervisor of Flying

TDY—Temporary Duty

T.O.—Technical Order

TOLD—Takeoff and Landing Data

USAF—United States Air Force

VFR—Visual Flight Rules

VMC—Visual Meteorological Conditions

VNAV—Vertical Navigation

VVM—Verbalize, Verify and Monitor

WC—Wing Commander

Terms

Additional Crewmember (ACM)—Aircrew members and authorized flight examiners possessing valid aeronautical orders who are authorized by the PM to accompany the normal crew complement required for that mission.

Bird Watch Condition LOW—Bird activity on and around the airfield representing low potential for strikes

Bird Watch Condition MODERATE—Bird activity near the active runway or other specific location representing increased potential for strikes. Bird watch condition MODERATE requires increased vigilance by all agencies and supervisors, and caution by the aircrews.

Bird Watch Condition SEVERE—Bird activity on or immediately above the active runway or other specific location representing high potential for strikes. Supervisors and aircrews must thoroughly evaluate mission need before conducting operations in areas under condition SEVERE.

Command and Control (C2)—Exercise of direction and authority over assigned forces by a properly designated command echelon in the accomplishment of the mission.

Counterdrug (CD) Mission—A mission tasked by the counterdrug coordinator in support of the counterdrug program.

Law Enforcement Agent (LEA)—A member of a civil law enforcement agency.

Letter of X's—MFR stating each aircrew members' qualifications.

Time Out—Common assertive statement used to voice crewmember concern when safety may be jeopardized.