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SECRETARY OF THE AIR FORCE**

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Flying Operations

COMBAT AIRCRAFT DELIVERY



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This instruction implements AFPD 11-2, *Aircraft Rules and Procedures*. It outlines responsibilities and procedures for movement of combat aircraft worldwide using the services of the Air Combat Command (ACC) Air Operations Squadron (AOS). It prescribes flight rules that govern Coronet operations for aircraft under the movement control of the ACC AOS, including the Air Force Reserve and Air National Guard (ANG), except where noted otherwise. This publication may not be supplemented at any level. Air Force Instruction (AFI) 11-2 Mission Design Series (MDS) Specific, Volume 3 instructions (e.g., AFI 11-2C-5, Volume 3), and other governing documents may contain specific operational guidance unique to individual aircraft and crew positions. See **Attachment 1** for a list of terms and abbreviations. Waivers are processed in accordance with **paragraph 1.1.3**. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using AF Form 847, *Recommendation for Change of Publication*, route AF Form 847s from the field through the appropriate chain of command.

SUMMARY OF CHANGES

This document is substantially revised and must be completely reviewed. This revision reorganizes the instruction to facilitate reference by deploying units (unit requirements consolidated into **Chapter 4**), and clarify guidance regarding requirements when moving other Service's/Nation's aircraft. Significant changes include adjustments in weather requirements to allow consideration of a TEMPO weather condition at a destination (**paragraph 6.3**) and

defining the differences between standard planning criteria and the minimum launch criteria (**Table 5.1**). Other changes include: Updates office symbols and addresses. Updates waiver authority for MAJCOM/A3 and OG/CC (**paragraph 1.1.3**). Adds ETOPS fuel requirement for TACC fuel planning (**paragraph 2.5**). Adds rendezvous fuel requirement for TACC fuel planning when tankers and fighters are co-located (**paragraph 2.6**). Adds authorization for DCO to sign and file flight plans for PIC (**paragraph 3.2.1**). Requires an aircraft to be flown within 14 days of a transoceanic leg (**paragraph 4.13.4**). Adds a ground operation time assumption for the FDP calculation (**paragraph 4.6.1.2**). Updates RCR limits to align with MDS requirements (**paragraph 6.4**). Clarifies guidance regarding Wind and Sea States restrictions on Coronet missions (**paragraph 6.6**). Adds **Attachment 2** to clarify appropriate approval authorities during execution of a Coronet. This document is tiered for wing level and below requirements IAW AFI 33-360, *PUBLICATIONS AND FORMS MANAGEMENT*, 25 September 2013.

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Chapter 1

GENERAL

1.1. Basic Authority

1.1.1. The term ‘Coronet’ denotes movement of air assets (Air Force Doctrine Document 1-02, *Air Force Glossary*). For the purpose of this instruction, Coronet identifies aircraft movements that are operating under ACC AOS Movement Control (MOCON), and typically have a transoceanic leg, transit the Mediterranean Sea, or transit between Alaska and CONUS. ACC AOS exercises MOCON for all ACC AOS Coronet missions as defined in section 1.3.

1.1.2. The ACC AOS communicates directly with major commands (MAJCOMs), other services, Department of State, embassies, and foreign governments to move aircraft in accordance with (IAW) this instruction. If foreign governments or international organizations are involved, refer to AFMAN 16-101, *International Affairs and Security Assistance Management*.

1.1.3. Waiver Authority. Unless otherwise directed in this AFI, the waiver authority for the contents of this instruction is HQ ACC/A3. Night landings must be approved by aircraft’s parent MAJCOM/A3 or equivalent (ANG: NGB/A3). Waiver authority for the 14-day pre-transoceanic flight requirement is the aircraft’s owning operations group commander (OG/CC) or equivalent (See [Attachment 2](#)).

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

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

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

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

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

1.2. Request for Support.

1.2.1. All Coronet requests should be submitted to the ACC AOS no later than the end of the 3rd week of each quarter (Jan, Apr, Jul and Oct) to schedule services in the following quarter. Organizations requesting Coronet support will send requests to ACC AOS (see [Attachment 3](#)). (T-2) Units must provide mission details (e. g. dates, itinerary, and number/type of receivers). Once the initial request has been submitted, changes to these mission details could jeopardize tanker/mission support.

1.2.1.1. Units requesting dual role support (i.e. units requesting cargo movement on tankers supporting the movement of combat aircraft) must submit their requests using Joint Operations Planning and Execution System (JOPES) (for Contingency and JCS Sponsored Exercises) or as a special assignment airlift mission (SAAM) request (for all other mission types). SAAM requests have significant lead time requirements and must be submitted IAW AMCI 11-206, *Mobility Force Management*. See note in **Attachment 3**. (T-2)

1.2.2. Foreign governments requesting Coronet support must have either: an authorized and funded USAF or USN Foreign Military Sales (FMS) case or an authorized Acquisition and Cross-Servicing Agreement (ACSA)/Implementing Arrangement (IA). ACC AOS is unable to begin planning for a foreign government's Coronet request until ACC/IAS and AMC/FMFFS have verified the FMS Case/ACSA/IA can be used. For ACSAs/IAs, ACC/IAS will coordinate with ACC/A4RXP and AMC/FMFFS will coordinate with USTRANSCOM/JA/J3.

1.2.2.1. When foreign governments request services through a USAF FMS case, ACC/IAS will verify the case has a line that provides reimbursement to ACC AOS for fighter planning and execution of aircraft ferry support services. If tanker/airlift support is required AMC/FMFFS will verify the case has a line to reimburse AMC for their support.

1.2.2.2. When foreign governments request services through ACSA/IAs, ACC/A4RXP will be responsible for executing the IA for ACC AOS services. ACC/IAS will advise A4RXP on amounts to be charged. AMC/FMFFS will coordinate with USTRANSCOM/JA/J3 when an ACSA/IA is to be used for tanker support.

1.2.2.3. Authorized use of USN FMS case funds must be coordinated with an appropriate USN line manager or OPR.

1.3. Scope of Control.

1.3.1. MOCON is the authority to initiate and terminate flights and direct or vary itineraries while enroute. ACC AOS exercises MOCON for all ACC AOS Coronet missions. The ACC AOS exercises MOCON of aircrews from 24 hours before the first scheduled takeoff through landing at the final destination. ACC AOS exercises MOCON of aircraft from takeoff through landing at final destination. Aircrews require ACC AOS approval prior to leaving a mission when the aircraft have not been delivered to their final scheduled destination (NOTE: The ACC AOS exercises MOCON of Air Force Reserve and ANG aircrew members only when they are in active status under Title 10 of the United States Code to execute the Coronet, but no earlier than 24 hours before the first scheduled takeoff.)

1.3.1.1. Air spares remain under the ACC AOS MOCON from takeoff until first landing.

1.3.1.2. For Air Force Reserve and ANG aircrew. The ACC AOS exercises MOCON of aircrews when they enter Title 10 status to execute the mission, but will start no earlier than 24 hours before the first scheduled takeoff through landing at the final destination.

1.3.2. If a unit desires to assume MOCON of aircraft from the ACC AOS prior to delivery to their final scheduled destination, the unit must provide a written/e-mail acceptance of MOCON signed by the unit's OG/CC or equivalent (**Attachment 4**). (T-2)

Chapter 2

AIR MOBILITY COMMAND RESPONSIBILITIES

2.1. 618 AOC (TACC). 618 AOC (TACC) is responsible for tanker support for all Coronet missions.

2.2. Tanker Escort Requirements. Tankers are required to escort receivers on transoceanic legs until receivers can maintain two-way radio communications with air traffic control (ATC) and navigate to their destination or divert base. For mid-ocean rendezvous, tankers will escort receivers until the receivers have confirmed two-way radio communications and either positive radar or visual contact with joining tankers.

2.3. Fighter Aircraft Monitor (FAM). In the event that a FAM is on board an escorting tanker, 618 AOC (TACC) will ensure coordination for the availability of equipment (e.g. headset and microphone) to enable the FAM to communicate with escorted fighters.

2.4. Search and Rescue (SAR). In the event of a downed or ditched receiver, the lead tanker will coordinate with ATC, 618 AOC (TACC), etc. to notify the nearest SAR assets. Tankers should provide cover as long as fuel reserves allow, while remaining receivers proceed to the nearest acceptable divert base (unescorted, if necessary) or continue the mission with the remaining tankers. 618 AOC (TACC) will be prepared to coordinate initial SAR efforts and then assist appropriate personnel recovery efforts.

2.5. Extended Operations (ETOPS). If an ETOPS fuel requirement is specified in the ATO, 618 AOC (TACC) will ensure the ETOPS fuel and tanker escort is available to support an engine-out fighter divert.

2.6. Co-located Departures. When the receiver aircraft and tankers are co-located at an airfield, 618 AOC (TACC) will ensure an additional 1,000 lbs of fuel per receiver is available on the first air refueling to account for fuel burned during initial rendezvous. Otherwise, 618 AOC (TACC) should expect that the tankers will need to take off before the fighters.

Chapter 3

ACC AOS RESPONSIBILITIES

3.1. ACC AOS Coordination. The ACC AOS will coordinate specific Coronet requirements with deploying units, provide refueling requirements to 618 AOC (TACC), coordinate diplomatic clearances for DoD registered Combat Air Forces (CAF) aircraft, coordinate altitude reservations (ALTRV), produce Controlling Mission Weather Products (CMWP), file the CAF aircraft flight plan, control Coronet launches, monitor enroute and divert airfield weather, and track the status of all Coronet aircraft. (T-2)

3.2. Delivery Control Officers (DCOs) Responsibilities. DCOs will:

3.2.1. Create, validate, and submit flight plan to the appropriate Air Traffic Service (ATS) agencies including appropriate DOD Base Operations Offices. DCOs, in coordination with the Flight Lead/PIC have the authority to file, amend, or cancel flight plans. DCOs shall ensure individual ATC addresses are included for all Operational Air Traffic (OAT) segments. (T-2)

3.2.2. Brief and provide aircrews with a flight plan, route overview, missed refueling base (MRB) plan, air refueling plan, any applicable ALTRV, and other details required to safely execute the mission. (T-2)

3.2.3. Be responsible for making a launch “Go” decision. The DCO will ensure appropriate coordination with the ACC AOS Mission Control Center (MCC), flight leads, and 618 AOC (TACC) representatives. (T-2)

3.2.3.1. The DCO, flight leads, tanker aircraft commander (AC) and 618 AOC (TACC) representatives can make a “No-Go” decision. However, a “No-Go” decision will not be made until two hours prior to the no later than takeoff time for the fighters without prior coordination with ACC AOS/CC (or designated representative) and 618 AOC/XOZ (Senior).

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

3.3. DCO Training and Stan/Eval. The ACC AOS will maintain a DCO training program and the ACC AOS/CC or designated representative will ensure the periodic assessment of DCOs executing a Coronet mission. (T-2)

Chapter 4

DEPLOYING UNIT RESPONSIBILITIES

4.1. Administrative Control. Unit commanders retain administrative control of their aircraft and aircrews during Coronet movements.

4.2. Assuming MOCON. If a unit desires to assume MOCON of aircraft from the ACC AOS prior to delivery to their final scheduled destination, the unit must provide a written/e-mail acceptance of MOCON signed by the unit's OG/CC or equivalent (see [Attachment 4](#)). (T-2)

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

4.4. Range Orientation/Familiarization. Units desiring to perform a range orientation / familiarization enroute to an exercise such as RED FLAG, must pre-coordinate for the proper assumption of MOCON and specify the point at which MOCON will be assumed by the unit. No additional tanker assets will be provided for the range orientation and the unit is responsible for coordinating all range requirements. (T-2)

4.5. DUAL Role and ESTA Request. Requests to move cargo and passengers (DUAL ROLE and/or ESTA) will be submitted by the deploying unit through established logistics/MAJCOM validator channels. Units will submit their requests using JOPES (for Contingency and JCS Sponsored Exercises) or as a SAAM request (for all other mission types). SAAM requests have significant lead time requirements and must be submitted IAW AMCI 11-206. See note in [Attachment 3](#). Units should reference their Coronet mission number on all requests. (T-2)

4.6. Crew Rest and Aircrew fatigue.

4.6.1. Crew rest and flight duty period (FDP) limitations for USAF aircrews are IAW AFI 11-202, Volume 3, *General Flight Rules*. Other Services and foreign air forces will use applicable directives if more restrictive than guidance below.

4.6.1.1. All aircrew must be afforded the opportunity for at least 8 hours of continuous, uninterrupted rest during the 12 hours immediately prior to the mission show time.

4.6.1.2. FDP calculations will assume at least an additional 20 minutes for arrival and ground operations prior to engine shutdown.

4.6.2. Units should consider the effects of jet lag and the stresses of flights longer than 8 hours. Units should consider coordinating for a flight surgeon to brief aircrew on the stresses involved in extended flights and discuss how diet, fluid intake, rest, sedatives/stimulants, and alcohol can affect fatigue and jet lag.

4.6.3. It is the responsibility of the deploying unit to coordinate and obtain permission for sedative/stimulant use.

4.7. Aircraft configuration. Units will configure aircraft with the maximum number of external fuel tanks consistent with safe and efficient MRB planning and operational requirements. Do not add items to the configuration to reduce airlift requirements. Immediately coordinate any changes to aircraft configurations specified in the Air Tasking Order (ATO) with

ACC AOS. Changes may require a new flight profile and could change tanker requirements that could jeopardize tanker/mission support. (T-2)

4.7.1. Deployments are normally conducted under peacetime rules and procedures, without carriage of live ordnance, expendables (i.e. chaff/flares), or a hot/armed gun. Units require ACC/A3 approval to carry these stores on Coronet missions. A request to carry live ordnance should consider the following:

4.7.1.1. Political considerations/sensitivities.

4.7.1.2. Increased lead time for diplomatic clearances.

4.7.1.3. Security, safety, and storage considerations.

4.7.1.4. Explosive Ordnance Disposal and Munitions personnel requirements

4.7.1.5. Increased tanker requirements due to increased gross weights/reduced fuel loads and higher drag indices.

4.7.1.6. Utilization of civilian airfields for MRBs.

4.7.1.7. Complications for maintenance actions on divert/broken aircraft.

4.8. Aircraft Equipment.

4.8.1. Equip aircraft IAW published directives and the ATO. Ensure necessary navigation, communication, and air refueling systems are operational.

4.8.2. Ensure all inspections will remain current through delivery. (T-2)

4.8.3. Units will equip aircrews with aircrew flight equipment (AFE) according to AFI 11-202, Volume 3 or equivalent. (T-2)

4.8.4. Each aircraft should be flown within 14 days of a transoceanic leg in the planned Coronet fuel configuration to ensure applicable aircraft systems and equipment work properly.

4.9. Aircrew Requirements.

4.9.1. Aircrews under ACC AOS MOCON must be at least Basic Mission Capable (BMC) and qualified in air refueling operations IAW AFI 11-2 MDS-specific volumes, ATP-56(B) *Air to Air Refueling*, or similar directives for the USN, USMC, etc. (T-2)

4.9.1.1. Training is prohibited on Coronet movements unless specifically approved by the ACC AOS/CC. Do not expect approval of training which increases fuel requirements or decreases the probability of a successful/on-time movement.

4.9.2. Units should schedule pilots with the following qualifications to increase odds of a successful launch:

4.9.2.1. Two-ship formation: one two-ship flight lead (or equivalent).

4.9.2.2. Three-ship formation: one four-ship and one two-ship flight lead (or equivalent).

4.9.2.3. Four-ship formation: two four-ship flight leads (or equivalent).

4.9.2.4. Five or six-ship formations: two four-ship and one two-ship fight lead (or equivalent).

4.9.3. The deploying unit must provide documentation identifying aircrew selection and qualifications NLT 14 days prior to scheduled departure. Acceptable documentation can be either a Letter of X's or aircrew qualification letter (see [Attachment 5](#)) signed by an authorized official. If an aircrew substitution is required, any additional travel costs are the responsibility of the deploying unit. (T-2)

4.9.4. Foreign Clearance Guide Requirements. DOD aircrews flying into foreign countries must review and comply with the applicable portions of both the classified and unclassified portions of the FCG concerning personnel diplomatic clearance requirements such as NATO orders, passport, visa, ID, uniform, customs and immigration, force protection, ancillary training, and immunization requirements. Non-DOD aircrews (e.g. Foreign, contract, etc.) are required to obtain their own personnel and aircraft diplomatic clearances. (T-2)

4.9.5. TDY/Flight authorizations. Units will publish aircrew TDY orders and flight authorizations. TDY orders will include any special statements required by the Foreign Clearance Guide (FCG). (Note: All ANG personnel supporting combat aircraft deliveries outside the United States must deploy in Title 10 status). (T-2)

4.10. Mission Planning Considerations.

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

4.10.1.1. Units are responsible for ensuring compliance with any weather requirements that are more restrictive than AFI 11-202 Vol. 3 and AFI 11-207, and should provide the DCO with those requirements. (T-2)

4.10.2. Inflight refueling for air spare(s) is not planned and the flight profile may preclude air spare recovery at home station.

4.10.3. Tail hook equipped aircraft planning to land at a destination or use an MRB with less than 8,000 feet of runway and without a compatible arresting system, require specific approval of the OG/CC or equivalent. For ANG, approval is the air operations officer, OG/CC or higher.

4.10.4. Night Landings: ACC AOS mission are normally planned to arrive at least one hour prior to sunset. Units desiring to land at night due to operational factors such as circadian rhythm disruption should seek approval by MAJCOM/A3 or equivalent (ANG: NGB/A3). Approvals should be requested early in the planning process to avoid departure timing changes that could jeopardize tanker/mission support.

4.10.5. Fighter Aircraft Monitors (FAMs): When flying on an escorting tanker, FAMs (after coordination with 618 AOC (TACC)) must report to the tanker departure base and attend the mission briefing. FAMs will contact the DCO for briefings on mission aspects and launch decisions. FAMs must carry appropriate aircraft flight manuals and checklists, and they will wear appropriate flight clothing when reporting for duty. 618 AOC (TACC) will ensure the availability of equipment (e.g. headset and microphone) to enable the FAM to communicate with escorted fighters. (T-2)

4.10.6. Single-Ship Transoceanic flights: Require approval by MAJCOM/A3 or equivalent (ANG: NGB/A3). If approved, a Fighter Aircraft Monitor (FAM) qualified IAW [paragraph 4.10.5](#) must be onboard the tanker unless the single-ship aircraft is a multi-seat aircraft with at least two qualified aircrew onboard. (T-2)

4.11. Flight Lead/Aircraft Commander Responsibilities. The flight lead/aircraft commander ensures the proper conduct of aircrews on ACC AOS missions:

4.11.1. Ensures aircrews have all the appropriate Flight Information Publications (FLIP) for the entire mission and are familiar with instrument approach procedures for their destination, alternates, and all planned MRB. DOD units are responsible for obtaining approval to fly non-DOD approaches.

4.11.2. Briefs aircrews on any items pertaining to the mission that were not covered by the DCO.

4.11.3. Ensures missions are flown as briefed by the DCO and contacts the Mission Control Center to relay departure/arrival times and aircraft status.

4.11.4. Ensures all aircrews have proper life support equipment and coordinates storage for life support and classified equipment at each enroute stop.

4.11.5. Ensures all documents required by customs, agriculture, immigration, or military authority are completed.

4.11.6. Coordinates aircrew billeting, transportation, aircraft security, and storage of classified material/equipment at all enroute stations.

4.11.7. Refers to the ACC AOS Aircrew Brochure in the event of any divert.

4.11.8. Obtains ACC AOS approval to launch.

4.11.9. Penetration/Approach/Landing

4.11.9.1. When possible, break up cells or flights in Visual Meteorological Conditions (VMC).

4.11.9.2. Land single-ship to a full stop from an instrument approach or VFR traffic pattern.

4.11.9.3. Do not land in formation except in an emergency.

4.11.10. Aircraft Divert and Abort Procedures

4.11.10.1. Diverts: If the landing occurs outside of U.S. controlled areas, aircrews should request assistance from the nearest military attaché or diplomatic representative.

4.11.10.2. Aborts

4.11.10.2.1. Ground Aborts: Single aircraft ground aborts must be approved by the DCO in coordination with the MCC. The decision will be based on several factors to include follow-on tanker availability, unit requirements, follow on transoceanic legs, etc. Consideration will be given to delaying the entire mission.

4.11.10.2.2. Air Aborts: Flight leads must consider single-ship Coronet restrictions for transoceanic legs when making any decisions regarding a single-ship air abort.

NOTE: Flight demonstrations, maneuvers, events or fly-bys are prohibited on ACC AOS moves.

4.12. Search and Rescue (SAR) Procedures.

4.12.1. In the event of a downed or ditched receiver, the lead tanker will coordinate with Air Traffic Control, 618 AOC (TACC), etc to notify the nearest SAR assets. Tankers will provide cover as long as fuel reserves allow, while remaining receivers proceed to the nearest acceptable divert base (unescorted, if necessary) or continue the mission with the remaining tankers.

4.13. Enroute Maintenance Support.

4.13.1. Aircrews will notify the MCC of all maintenance issues and aircraft status changes. (T-2)

4.13.2. Units will coordinate plans for any FCF/confidence flights with the DCO.

4.13.3. The parent MAJCOM, or equivalent, funds all logistic expenses. IAW AFI 65-601, Volume 1 the MAJCOM, or equivalent, provides the maintenance personnel, equipment, supplies, and transportation required to repair the aircraft. Transient aircraft maintenance and documentation procedures outlined in T.O. 00-20-5, *Aerospace Vehicle Inspection and Documentation*, will be adhered to at all times. Owing units are encouraged to solicit maintenance support from the nearest location. NOTE: When FMS aircraft need maintenance enroute, aircrew will notify the MCC, who will advise the Security Assistance Program Manager (SAPM).

4.13.4. If local weather, host nation restrictions and mission schedule permits, aircraft experiencing an enroute delay should be flown within 14 days of the next transoceanic leg.

Chapter 5

PLANNING AND EXECUTION

5.1. Planning and Execution Criteria.

5.1.1. ACC AOS missions are planned and executed according to the criteria outlined in **Table 5.1**.

Table 5.1. Planning and Execution Criteria.

	<u>Standard Planning Criteria</u>	<u>Launch Decision Criteria</u>	<u>NOTES</u>
Maximum Receivers	6 per tanker	6 per tanker	
Landing (Without Night Landing approval)	After Sunrise Before Sunset	NLT 15 minutes prior to EECT	1, 3
Cell Intervals	30 minutes	≥ 15 minutes	1, 2
Destination Fuel Reserves	60 minutes	≥ 55 minutes (OCONUS) ≥ 40 minutes (CONUS)	1, 4
MRB Fuel Reserves	40 minutes	≥ 35 minutes	1, 4
Destination Alternate Fuel Reserves	20 minutes	≥ 20 minutes	1, 4
<p>NOTES:</p> <ol style="list-style-type: none"> 1. ACC AOS/CC (or designated representative) must approve any deviation less than the standard planning criteria, but no less than the launch decision minimums. 2. The DCO, Flight Lead, and Tanker Mission Commanders must agree to any cell interval less than 25 minutes. ALTRV restrictions, onboard sensor capabilities (Radar, TCAS, etc), Coronet complexity, inter-cell communications capability, and weather must be considered for any cell spacing less than 30 minutes. 3. EECT = End of Evening Civil Twilight 4. Fuel reserves calculations will be based on maximum endurance performance at 10,000 feet MSL. These calculations do not include fuel for an approach and missed approach at the destination. (see paragraph 6.3.2) 			

5.1.2. When the receiver aircraft and tankers are co-located at an airfield, receiver aircraft will normally take off first if weather and airspace permit. Additionally, the tanker must have the required extra tanker fuel available to support a rendezvous. (See [paragraph 2.6](#)).

5.1.3. When a tanker accompanies the flight to a destination the tanker should land last if conditions permit.

5.2. Launch Decisions. The DCO is responsible for making a launch “Go” decision. The DCO will ensure appropriate coordination with the ACC AOS Mission Control Center (MCC), flight leads, and 618 AOC (TACC) representatives. (T-2)

5.3. Aircrew Briefings. All aircrew departing on a Coronet mission must receive a Mission and Final briefing. These briefings are normally done face-to-face by the DCO. The mission briefing is normally presented the day before mission launch but may be accomplished prior to the final briefing on launch day if agreed to by deploying unit.

5.3.1. Mission Briefing: Provides aircrews with ACC AOS guidelines governing Coronet missions as well as mission details for the leg to be flown. Aircrews unable to attend the briefing will be required to receive it before flying on a Coronet mission.

5.3.2. Final Briefing: The Final Briefing provides updates and covers any last minute mission changes. It is normally given two hours, but will start no less than 1+30 hours, before launch.

Chapter 6

WEATHER CRITERIA FOR ACC AOS MOVES

6.1. DCO Compliance. DCO will ensure compliance with AFI 11-202, Volume 3 and AFI 11-207 weather requirements or any more restrictive guidance provided by the unit. (T-2)

6.2. Alternate Required. A destination alternate is required for all ACC AOS missions, regardless of forecast weather. Exception: For remote or island destinations, the weather forecast must be equal to or better than the weather requirements for an alternate airfield. Consider an airfield to be a remote or island destination when its unique geographic location offers no suitable alternate (civil or military) within two (2) hours flying time. (Example: Lajes is not typically an island destination since other airfields are within two hours flying time).

6.3. Weather Minimums.

6.3.1. Takeoff Minimums are the most restrictive of the following:

6.3.1.1. Lowest compatible published approach/landing minimums for departure base.

6.3.1.2. The most restrictive pilot weather (PWC) category in the flight, or IAW with applicable service directives.

6.3.2. Destination Filing Minimums. Except for TEMPO conditions for thunderstorms and snow/rain showers, the worst forecasted prevailing weather conditions for an airport (ETA ± 1 hour) must meet or exceed:

6.3.2.1. CIG/VIS 500 feet and 1 ½ SM or lowest compatible published approach/landing minimums whichever is greater.

6.3.2.2. The most restrictive PWC in the flight.

6.3.2.3. For remote or island destinations - CIG/VIS 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published approach/landing minimums, whichever is greater. Exceptions for TEMPO conditions do not apply. (Reference [paragraph 6.2](#))

6.3.3. Destination Alternate Minimums. Except for TEMPO conditions for thunderstorms and snow/rain showers, the worst forecasted prevailing weather conditions for an alternate airport (ETA ± 1 hour) must meet or exceed:

6.3.3.1. With a Compatible Published Instrument Approach Procedure: A ceiling of at least 500 ft. above the lowest compatible approach/landing minima and a visibility of at least 2 SM or published visibility minima whichever is greater.

6.3.3.2. Without a Published or Compatible Instrument Approach Procedure. Forecast weather for the ETA (± 1 hour) must permit a VFR descent from the Minimum IFR Altitude (MIA) to a VFR approach and landing.

6.3.3.3. If radar is required for the only suitable approach at the alternate, weather requirements at the alternate are the same as for an alternate without a published approach procedure.

6.3.3.4. The TEMPO condition for thunderstorms and snow/rain showers is no lower than the most restrictive of the following: (CIG/VIS) 500ft and 1 ½ SM, the most restrictive PWC, or the lowest compatible published landing minimums.

6.3.4. Missed Refueling Base (MRB) Minimums. Except for TEMPO conditions for thunderstorms and snow/rain showers, the worst forecasted prevailing weather conditions for an MRB (ETA ±1 hour) must meet or exceed:

6.3.4.1. Cloud ceiling and visibility (CIG/VIS) must be at least 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published landing minimums, whichever is greater.

6.3.4.2. Without a published landing minimum, forecast weather for the ETA (±1 hour) must permit a VFR descent from the MIA to a VFR approach and landing.

6.3.4.3. The TEMPO conditions for thunderstorms and snow/rain showers is no lower than the most restrictive of the following: (CIG/VIS) 500ft and 1 ½ miles, the most restrictive PWC, or the lowest compatible published landing minimums.

6.4. Runway Condition Reading (RCR). Runway Condition Reading (RCR) limits are IAW MDS/MAJCOM or equivalent guidance.

6.5. Crosswind Limits. Runway crosswind limitations are IAW MDS/MAJCOM or equivalent guidance.

6.6. Wind and Sea State Restrictions. Normal Wind and Sea State Restrictions for Ejection Seat Aircraft do not apply to ACC AOS missions. However, forecast Wind and Sea State should still be considered when making launch decisions.

Chapter 7

FOREIGN MILITARY SALES DELIVERIES

7.1. Non-DOD customers. Non-DOD customers (e.g. Foreign, contract, etc.) must obtain diplomatic clearances for their personnel and aircraft through their appropriate channels. Foreign customers must also request U.S. aircraft landing authorization numbers (ALAN) for their aircraft through their embassy using US Department of State's Diplomatic Clearance Application System (DCAS). (T-2)

7.2. Foreign Aircrew Observer. Foreign aircrew observer participation in US/DOD registered aircraft must follow the guidance in AFMAN 16-101 and requires ACC/A3 approval. Foreign governments must request permission for their foreign aircrew observer participation on ACC AOS ferry flights through SAF/IA then to ACC AOS/CC. Submit these requests to SAF/IA a minimum of 60 days before the departure date and include information on the pilots as indicated in [Attachment 6](#). (T-2)

7.3. Aircrews flying DOD registered aircraft. Aircrews flying DOD registered aircraft with unique avionics configurations require familiarization training prior to the first delivery flight. USAF acceptance pilots familiar with the avionics configuration will determine the appropriate training requirements and will work closely with the ACC AOS to task only the most qualified pilots (similar block and engines, etc.) for FMS deliveries. (T-2)

7.4. Foreign Military Sales (FMS). For Foreign Military Sales (FMS) missions, the agency/organization with ownership of the aircraft is responsible for requesting any waivers required for their specific FMS move and will provide them to the ACC AOS no later than 14 days before the launch. If aircrews are from a different agency/organization, applicable unit leadership (OG/CC or equivalent) should coordinate on any waiver requests. (T-2)

Chapter 8

FUNDING AND ACCOUNTING

8.1. Funding and Accounting. Funding responsibilities are IAW AFI 65-601, Volume I, *Budget Guidance and Procedures*. Flying time is reported IAW AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

8.1.1. DCO travel expenses are the responsibility of the deploying unit or the Tasking HHQ. Tasked unit/HHQ will provide the DCO a fund cite letter or Cross-Organization Funding (DTS: "Cross Org LOA") authorization NLT 14 days prior to mission launch. Also send this fund cite information by message/E-mail/Fax to the ACC AOS/RA. (T-2)

8.1.2. PDM/Aircraft Transfers: DCO and aircrew funding instructions will be included in the ATO. Aircrews will forward a copy of their completed travel voucher to ACC AOS/RA (Resource Advisor) within 10 days of receipt of payment. (T-2)

8.1.3. FMS and ACSA/IA moves: Reimbursement is IAW DOD Regulation 7000.14-R, Volume 15, Chapter 8, *Financial Management Regulation for Security Cooperation Policy*. Funding instructions will be included in the ATO. Aircrews will forward a copy of their completed travel voucher to ACC/IAS within 5 days of receipt of payment. (T-2)

8.1.4. DCOs will provide both the Coronet mission number and the ESP code (if known) when creating the travel authorization to assist in timely authorization approval. (T-2)

TOD D. WOLTERS, Lt Gen, USAF
DCS Operations

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

DOD 7000.14-R, Volume 15, Appendix E, *Financial Management for Air Force Security Assistance Program*, August 2004

AFDD 1-2 (Air Force Doctrine Document 1-2), *Air Force Glossary*, 11 January 2007

AFPD 11-2, *Aircraft Rules and Procedures*, 14 January 2005

AFI 11-202, Volume 3, *General Flight Rules*, 05 April 2006

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*, 14 December 2005

AFI 65-601, Volume 1, *Budget Guidance & Procedures*, 16 August 2012

AFI 91-204, *Safety Investigations and Reports*, 14 Feb 2006

AFMAN 16-101, *International Affairs and Security Assistance Management*, 20 June 2003

AFMAN 23-110 Volume 2, *USAF Supply Manual*, 01 July 2007

AFI 11-421, *Aviation Resource Management*, 13 December 2010

ATP-56 (B) *Air to Air Refueling*, 01 April 2007

T.O. 00-20-5, *Aerospace Vehicle Inspection and Documentation*, 01 May 2000, *Air Force Records Disposition Schedule (RDS)*, <https://www.my.af.mil/afirms/afirms/afirms/rims.cfm>

Forms Prescribed

AF Form 847, *Recommendation for Change of Publication*

Abbreviations and Acronyms

ACC—Air Combat Command

ACSA—acquisition and cross-servicing agreement

AFE—Aircrew Flight Equipment

AFI—Air Force Instruction

AFMAN—Air Force Manual

AFMC—Air Force Materiel Command

AFRC—Air Force Reserve Command

ALAN—aircraft landing authorization number

AMC—Air Mobility Command

ANG—Air National Guard

AOS—Air Operations Squadron

AOSW—Air Operations Weather Flight

ATC—air traffic control
ATO—air tasking order
CAT—contingency action team
CAF—combat air forces
CMEF—controlling mission execution forecast
DCO—delivery control officer
DOD—Department of Defense
ECL—English comprehension level
FAM—fighter aircraft monitor
FCG—foreign clearance guide (DOD)
FLIP—flight information publication
FMS—foreign military sales
GPS—global positioning system
HHQ—higher headquarters
IA—implementing arrangement
IAW—in accordance with
MAJCOM—Major Command (USAF)
MCC—mission control center
MDS—mission design series
MIA—Minimum IFR Altitude
MOU—memorandum of understanding
MRB—missed refueling base
NOTAM—notice to airmen
OG—Operations Group
OPR—office of primary responsibility
OWS—Operational Weather Squadron
PDM—periodic depot maintenance
PPR—prior permission required
PWC—Pilot Weather Category
RCR—runway condition reading
SAR—search and rescue
TACAN—tactical air navigation

TACC—Tanker Airlift Control Center

TDY—temporary duty

USAF—United States Air Force

USMC—United States Marine Corps

USN—United States Navy

VFR—visual flight rules

VHF—very high frequency

VMC—visual meteorological conditions

VOR—very high frequency omnidirectional range station

Terms

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

Controlling Mission Execution Forecast (CMEF)—The time-phased route weather forecast issued by ACC AOS/AOSW for all Coronet missions. This controlled forecast is the official forecast for all aircraft involved.

Coronet—Movement of air assets, usually fighter aircraft, in support of contingencies, rotations, exercises, or aircraft movements for logistics purposes. (AFDD 1-2)

Detail Planner—A TACC-assigned detail mission planner (AMC counterpart to the ACC AOS DCO) who coordinates with all other tanker planning agencies, ensures all supporting tankers have required mission material, adequate tanker supervision, and support at all enroute staging bases.

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

Foreign Military Sales—(Working this with AOS/XP)

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

Minimum IFR Altitude (MIA)—The lowest safe altitude permitted to be flown under IFR. Normally, this is the lowest published IFR altitude (i.e. MEA, MOCA, OROCA, or ORTCA) for a given area, not including any portion of an IAP. Reference AFI 11-202 Vol 3 para 8.13.

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

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

Attachment 2

DETERMINING WHEN APPROVAL AUTHORITY CHANGES

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

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

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

A2.4. MAJCOM/A3 Level Waiver/Approvals: An aircraft's owning/home station MAJCOM/A3 will be the authority for MAJCOM/A3 level waivers/approvals until the aircraft lands within the deployed AOR. The home station MAJCOM/A3 resumes authority for waivers/approvals for the first leg that departs the deployed AOR, unless otherwise directed by the deployment order.

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

A2.6. EXAMPLE: Active Duty USAFE F-15E's with USAFR pilots deploying from Lakenheath to Mt Home to Hickam to Guam (see [Table A2.1](#)).

Table A2.1. Authority Example

<u>Deployment:</u>			
(Leg 1)	Lakenheath to Mt Home:	MAJCOM/A3 Level authority:	USAFE/A3
		WG/OG Level authority:	48FW/48OG
(Leg 2)	Mt Home to Hickam:	MAJCOM/A3 Level authority:	USAFE/A3
		WG/OG Level authority:	48FW/48OG
(Leg 3)	Hickam to Guam:	MAJCOM/A3 Level authority:	PACAF/A3
		WG/OG Level authority:	48FW/48OG
<u>Redeployment:</u>			
(Leg 1)	Guam to Hickam:	MAJCOM/A3 Level authority:	PACAF/A3
		WG/OG Level authority:	48FW/48OG
(Leg 2)	Hickam to Mt Home:	MAJCOM/A3 Level authority:	USAFE/A3
		WG/OG Level authority:	48FW/48OG
(Leg 3)	Mt Home to Lakenheath:	MAJCOM/A3 Level authority:	USAFE/A3
		WG/OG Level authority:	48FW/48OG

Attachment 3**SAMPLE FORMAT TO REQUEST ACC AOS SUPPORT**

TO: ACC AOS/AOSXP

SUBJ: Aircraft Movement Support Request

Request ACC AOS support for movement of (number/type) aircraft from (departure location) to (destination location).

- Unit preferred enroute stops:
- Desired departure date is:
- Required destination in-place date is:
- Purpose of deployment (i.e., RED FLAG, COBRA GOLD, PDM, Transfer)
- Unit POC for detailed planning is:
 - Name
 - DSN
 - Commercial
 - E-mail

Note: AMC/A3 is the validator for all Dual Role requests. Units requesting cargo movement in conjunction with movement of combat aircraft must submit their requests using JOPES (for Contingency and JCS Sponsored Exercises) or as a SAAM request (for all other mission types). AMC/A3 and 618 AOC (TACC) will determine if Dual Role tankers or dedicated airlift are appropriate. Units requesting Dual Role support should also contact 618 AOC (TACC) Coronet Shop (DSN 312-779-4029, Comm 618-229-4029) as soon as possible to provide accurate cargo and passenger details (e.g. number of pallets, cargo weight, number of passengers, passenger weight).

Attachment 4

SAMPLE MOVEMENT CONTROL LETTER

MEMORANDUM FOR ACC AOS

[DATE]

Langley AFB VA 23665

FROM: [Unit]

SUBJECT: Acceptance of Movement Control

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

Coronet Mission #: _____

Number and Type of Aircraft: _____

From (ICAO): _____ To (ICAO): _____

Date: _____

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

//SIGNED//

Ops Group CC (or equivalent) / or higher Signature

Attachment 5

SAMPLE AIRCREW QUALIFICATION LETTER

MEMORANDUM FOR ACC AOS/AOSC/AOSX

FROM: (Unit)

SUBJECT: Aircrew Qualification Letter

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

Rank	Name	Qual	WX Cat	Position
Lt Col	Blomme, M	IP	1	Flight Lead
Lt Col	Mohrmann, H	WG	2	#2
Maj	Uhler, R	IP	1	#3
Maj	Ward, T	FL	1	#4
Maj	Reese, D	IP	3	Air Spare

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

//Signed//

Squadron CC or Operations Officer

Signature Block

NOTE: Foreign Aircrew must provide an explanation of their pilot weather categories/minimums used.

Attachment 6

FOREIGN PILOT INFORMATION

Requests made through SAF/IA then to ACC AOS/CC for foreign pilots to accompany ACC AOS ferry flights must contain the following information:

- A. Name:
- B. Rank:
- C. Passport number, date and place of issue, and expiration date:
- D. English Comprehension Level (ECL) score and date tested:
- E. Most recent date and place where pilot completed physiological training:
- F. Date of most recent flight physical:
- G. Date of most recent egress and hanging harness training:
- H. Aircraft flight time by type and block:
- I. Availability of anti-exposure suit (seasonal requirement):
- J. Acknowledgment of FMS country's requirement to provide appropriate country clearances and flight gear to its pilots:

Attachment 7

ACC AOS CONTACT INFORMATION

Command Section:

Phone: DSN: 312-574-2012 / 2742 / 8001
Comm: (757) 764-2012 / 2742 / 8001
E-mail: acc.aos.cc@us.af.mil

Coronet Requests and Long Range Scheduling

Phone: DSN: 312-574-7947
Comm: (757) 764-7947
STE: 312-575-8743
312-574-0927

Fax: DSN: 312-574-7295
Comm: (757) 764-7295

E-mail: acc.aos.xp1@us.af.mil

Mission Control Center

Phone: DSN: 312-574-5967
Comm: (757) 764-5967
STE: 312-574-4298

Fax: DSN: 312-574-5548
Comm: (757) 764-5548

E-mail: acc.aos.mcc1@us.af.mil

Delivery Control OfficersLangley:

Phone: DSN: 312-574-5300/3133
Comm: (757) 764-5300/3133

Fax: DSN: 312-574-4383
Comm: (757) 764-4383

E-mail: acc.aos.ops1@us.af.mil

Ramstein:

Phone: DSN: 314-480-2748/3168
Comm: +49-6371-47-2748/3168

Fax: DSN: 314-480-9844
Comm: +49-6371-47-9844

E-mail: acc.aos.det1@us.af.mil

Hickam:

Phone: DSN: 315-449-7705/7702
Comm: (808) 449-7705/7702

Fax: DSN: 315-449-7738
Comm: (808) 449-7738

Email: acc.aos.det2@us.af.mil