

**BY ORDER OF THE COMMANDER  
AIR FORCE DISTRICT OF  
WASHINGTON**



**AIR FORCE MANUAL 11-202 VOLUME 3**

**AIR FORCE DISTRICT OF WASHINGTON  
Supplement**

**27 OCTOBER 2022**

**Flying Operations**

**FLIGHT OPERATIONS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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OPR: AFDW/A3O

Certified by: AFDW/A3/5  
(Col John Borowski)

Supersedes: AFMAN11-202V3\_AFDWSUP, 27 April 2021

Pages: 13

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Air Force Manual (AFMAN) 11-202 Volume 3, *Flight Operations*, 10 January 2022, is supplemented as follows. If guidance in this supplement conflicts with AFMAN 11-202V3, use the more restrictive guidance unless otherwise noted. This supplement applies to Air Force District of Washington (AFDW) commanders, operations supervisors, and aircrews assigned or attached to AFDW for flying. This publication does not apply to Air Force Reserve Command (AFRC) and Air National Guard (ANG) units. The authorities to waive requirements in this publication are identified with a Tier (T-0, T-1, T-2, T-3) number following the compliance statement. See Department of the Air Force Instruction (DAFI) 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. Ensure that all records created as a result of this supplement are maintained and disposed of in accordance with AFI 33-322, *Records Management and Information Governance Program*, and the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System. Send comments and suggested improvements to this supplement using the AF Form 847, *Recommendation for Change of Publication*, through standards and evaluations (stan/eval) channels (316 OGV), to AFDW/A3OV, 1500 Perimeter Rd, Room 5370, Joint Base Andrews MD, 20762. 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. The Privacy Act of 1974 applies to certain information gathered pursuant to this instruction. The

Privacy Act System Number F011 AF XO A, Aviation Resource Management System (ARMS) covers required information.

### ***SUMMARY OF CHANGES***

This document has been substantially revised and must be completely reviewed. Major changes include: (1) removal of supplemental guidance no longer applicable with new parent guidance, (2) alignment of current guidance to new parent publication paragraph numbering, (3) requesting submission of T-3 waivers to AFDW/A3OV for awareness, (4) clarification of definition of local flight area, (5) mission flexibility to allow crews to assume alert.

1.2.1. **(AFDW)** Units may develop supplements, worksheets, and forms for this publication and Mission Design Series (MDS)-specific, Volume 3 guidance; however, unit guidance cannot be less restrictive than the parent publication. AFDW/A3OV must review, coordinate and concur with supplemental guidance prior to certification and approval. Throughout this manual, “unit guidance” or “unit” responsibilities indicates any directive issued by commanders subordinate to AFDW. Examples include, but are not limited to, Standard Operating Procedures, unit Operating Instructions, In-Flight Guides, etc.

**1.3. (AFDW) References to Source Material.** Units with questions about cited references will route questions through AFDW/A3OV for submittal to Headquarters Air Force Flight Standards Agency.

**1.7. (AFDW) Waivers.** Unless otherwise specified, AFDW/A3/5 is the waiver authority for guidance in the AFDW supplement to AFMAN 11-202V3. Units will route waiver requests for both the parent and supplement publications through 316 OG/OGV to AFDW/A3OV. To ensure ample time for coordination, waiver requests should reach AFDW/A3OV at least 30 days prior to waiver requirement. NOTE: waiver requests to parent publication guidance may require longer coordination times. Submit waiver requests to [AFDW.A3OV.Workflow@us.af.mil](mailto:AFDW.A3OV.Workflow@us.af.mil). AFDW/A3OV will track all waivers. Current and approved waivers are listed on the AFDW Helicopter Operations Branch SharePoint© website: <https://usaf.dps.mil/sites/afdw-a3-5-6/A3OV/SitePages/Home.aspx>. Waivers granted under T-3 Tier authority will be forwarded to AFDW/A3OV for awareness and possible incorporation into the AFDW supplement.

2.2.1. **(AFDW)** Adherence to crew rest and flight duty period rules in the parent publication are sufficient to ensure crew alertness for AFDW flying missions.

2.2.2. **(AFDW)** Alert Duty. AFDW helicopter crews may be required to perform alert or stand-by duty based on mission requirements and Operations Plans (OPLANS) tasking. Aircrew members will be provided a 12-hour crew rest period preceding the start of alert/standby duty. The OG/CC may waive pre-alert crew rest to support real world contingency alert. This is to be used to account for unexpected events or situations and not for scheduling convenience. Aircrew with waived pre-alert crew-rest will perform duties necessary to assume alert and then immediately enter rest status and will not perform flight duties except as required for real world response until such time as the requirements of paragraph 3.1. are met.

2.2.2.1. **(Added)** Alert Duty. Alert duty is defined as any period during which a crew has been tasked to be ready to perform an assigned mission at a moment’s notice.

Personnel on alert duty will have access to an alert facility with adequate areas to eat, sleep, conduct personal hygiene, and maintain crew rest IAW paragraph 3.1.. **(T-3)** At all times, alert personnel will remain in a location that assures the capability to meet tasked response times. **(T-3)**

2.2.2.1.1. **(Added)** Alert Scheduling. Alert will not exceed 7 consecutive days. **(T-3)** For the purposes of compensatory time off, use the provisions for post-TDY crew rest as defined in unit level guidance.

2.2.2.1.2. **(Added)** Alert Flight Duty Period. The initial alert flight duty period (FDP) is as displayed in Table 3.1 and begins with the first official duty or alert changeover, whichever occurs first. Flight training events during continuous alert periods of greater than 12 hours are subject to the requirements of paragraphs 3.1 and 3.2, and Table 3.1. Real world contingency response events are not subject to minimum crew rest or maximum flight duty period during continuous alert periods greater than 12 hours. Local unit procedures will detail specific work/rest allowances and methods to handle notification of rest status upon Klaxon response.

2.2.2.1.3. **(Added)** Planned Tasks. Planned tasks (e.g., training sorties, aircraft swaps, etc.) will not be accomplished outside a planned FDP.

2.2.2.2. **(Added)** Standby Duty. Standby duty is defined as a period of time during which a crew may be required to launch on a mission for which a specific departure time cannot be established. Standby duty does not require crewmembers to be at their duty station, does not require an alert facility, and does not require aircraft to be placed on alert. Notification to report for duty or the first official duty, whichever occurs first, starts the FDP for standby crews. The same FDP rules apply as if the crew were on alert status except crew rest begins when the aircrew completes their last official duty and 12 hours of crew rest is required to start a new FDP.

2.2.5. **(AFDW)** Helicopter crews are permitted to use Laser Eye Protection. Crew members will receive training on the equipment as part of LL06, Local Area Survival, prior to the first flight.

2.2.7. **(AFDW)** Helicopters do not require tactical operations guidance for communication, navigation, and surveillance (CNS) equipment.

2.2.9. **(AFDW)** Helicopter crews are not authorized to conduct performance-based communication and surveillance (PBCS) systems operations.

2.2.12. **(AFDW)** Procedures to account for declared distance during touch-and-go operations are not applicable. The term “Touch-and-Go Landings” as used in the parent publication does not apply to AFDW helicopter operations.

2.2.13. **(AFDW)** Helicopter crews will follow guidance in AFMAN 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*, and Air Force Tactics, Techniques, and Procedures (AFTTP) 3-3.H-1, *Combat Aircraft Fundamentals—H-1* for guidance on visual flight rules (VFR) and low-level navigational chart utilization.

2.2.14. **(AFDW)** A Derived Decision Altitude (DDA) is a pre-briefed altitude at which the crew will initiate a missed approach to prevent descent below the minimum descent altitude on a non-precision approach. DDAs apply to approaches flown as a continuous

descent to the Minimum Descent Altitude (MDA) at the missed approach point (MAP), referred to as a Continuous Descent Final Approach (CDFA). If utilizing the CDFA technique, the pilot flying should brief a DDA 100 feet above the MDA.

2.2.15. (AFDW) Helicopter crews do not use navigational aids oriented to true or grid north.

2.2.16. (AFDW) Helicopter crews do not operate in latitudes north of 70° North or south of 60° South that are not officially designated as areas of magnetic unreliability (AMU).

2.2.17. (AFDW) Non-standard VFR and Special VFR departure procedures may be implemented at subordinate command levels in concert with local airfield authorities. There are no AFDW-specific Instrument Flight Rules (IFR) departure procedures.

2.2.18. (AFDW) Helicopter crews are not authorized to use RNAV to replace final approach course guidance on conventional approaches. This does not preclude RNAV use as a means to identify bearing and distance to named fixes, intersections and Navigational Aids (NAVAIDs), provided they are retrieved from the aviation database.

2.2.19. (AFDW) No MAJCOM specific approach procedures have been created or authorized for AFDW.

2.2.20. (AFDW) No special aircrew and aircraft certification required approaches exist for AFDW helicopter crews.

2.2.21. (AFDW) Helicopter crews do not conduct Special Authorization (SA) CAT II operations.

2.2.22. (AFDW) Helicopter crews will normally only use United States Government (USG) and Jeppesen flight information publications for IFR flight. Reference [paragraph 2.2.27](#) for exceptions.

2.2.24. (AFDW) AFDW/A3O is responsible for coordination of all MAJCOM approved large scale exercises or short-term special missions. The provisions of this paragraph as described in the parent publication are not applicable to routine local contingency exercises executed at the unit level.

2.2.25. (AFDW) Helicopter crews are authorized to use all communication, navigation, and surveillance equipment installed on the UH-1N in accordance with published AFMAN 11-2UH-1NV3, AFTTP 3-3.H-1, and applicable technical order guidance. Completion of formal qualification training in the UH-1N (Initial Qualification Training (IQT) and Mission Qualification Training (MQT)) and AFDW Local Familiarization Training (LFT) as detailed in AFMAN 11-2UH-1NV1, *UH-1N Helicopter Aircrew Training*, constitute the training necessary for use.

2.2.26.3. (AFDW) Helicopter crews will use unit guidance and applicable Flight Crew Information Files (FCIFs) and Operations Notes for flight display configurations, as well as AFDW supplement to AFMAN 11-2UH-1NV3 CL-1, *UH-1N Crew Briefing Guides/Checklists*, for proper Instrument Cockpit Checks. The primary navigation aid (to include bearing, course, and distance as applicable) will be displayed on the Electronic Horizontal Situation Indicator (EHSI) of the pilot flying.

2.2.27. (AFDW) If operations will require FTIP use, units will contact AFDW/A3OV at least 30 days in advance to coordinate the necessary approvals.

**3.4. (AFDW) Maximum Flying Time.** AFDW A3/5 delegates maximum flight time waiver authority to the 316 OG/CC.

**3.5. (AFDW) Controlled Cockpit Rest.** AFDW helicopter crews are not authorized to perform controlled cockpit rest procedures.

**3.6. (AFDW) Aircrew Flight Equipment.** AFDW requirements for life support equipment are prescribed in AFI 11-301V1 AFGSCSUP, *Aircrew Flight Equipment (AFE) Program*. The Aircraft commander or designated representative will ensure sufficient quantities of appropriate serviceable life support/survival equipment and protective clothing for the entire mission are aboard the aircraft.

3.7.1. (AFDW) Any clear corrective lenses issued by a Department of Defense medical facility are considered AFDW-approved.

**3.14. (AFDW) Flight Displays.** AFDW helicopter crews will comply with unit guidance and applicable FCIFs and Operations Notes when configuring the Garmin 530 and EHSI SN3500.

**3.15. (AFDW) Authorized Resources for Flight and Mission-Related Duties.** AFDW helicopter crews are authorized to use the issued Electronic Flight Bag and associated software, and Portable Flight Planning System. Additionally, crews may utilize any other devices, non-DoD networks, and commercial websites provided operational security guidelines are followed. Aircraft commanders are responsible for verifying the suitability of resources they use.

**3.16. (AFDW) Portable Electronic Devices (PEDs).** AFDW helicopter crews are authorized to use PEDs in accordance with 3.15. and 3.17. of the AFDW supplement. Crews are not permitted to connect PEDs to the aircraft. Completion of formal qualification training in the UH-1N (IQT and MQT) and AFDW LFT as detailed in AFMAN 11-2UH-1NV1 constitute the training necessary for use.

3.16.1. (AFDW) Helicopter crews are authorized to use any non-transmitting PED at any altitude provided the device does not create interference with aircraft equipment, does not impact mission accomplishment or create a hazard to flight. If interference with aircraft equipment is suspected, the PED will be turned OFF.

3.16.2. (AFDW) Helicopter crews are authorized to use transmitting PEDs at any altitude with transmitters ON or OFF provided the device does not create interference with aircraft equipment, does not impact mission accomplishment, or create a hazard to flight. If interference with any aircraft equipment is suspected, the transmit function of the PED will be turned OFF. If interference continues, turn entire PED OFF. Crews should reference paragraphs **3.15** and **3.17** of this supplement for additional guidance. Additionally, crews may use these devices to communicate with home station should radio connections be unusable.

**3.17. (AFDW) Electronic Flight Bags (EFBs).** AFDW Crews will refer to the AFGSC EFB Baseline Configuration and 316 OG policies. 316 OG/OGV will maintain applicable guidance in the publication's library.

**3.22. (AFDW) Aircraft Lighting.** AFDW aircrew will follow unit guidance as theater Special Instructions (SPINS) while operating in the National Capital Region (NCR), or during any flight operation in support of a tasked OPLAN. Outside of the NCR or OPLAN support, crews will follow the parent manual.

3.22.1. (AFDW) Aircrew towing aircraft between sunset and sunrise will illuminate the position lights if electrical power is applied to the aircraft. If electrical power is not applied, aircrew will ensure that there are personnel or vehicles equipped with illuminated lights fore and aft of the aircraft while it is in transit.

3.22.4. (AFDW) Helicopter crews are not authorized reduced or lights-out operation. However, reference the parent and supplement provisions (as applicable) of 3.22, 3.22.2, 3.22.3, and 3.22.5.

3.22.5. (AFDW) Reference unit directives and AFTTP 3-3.H-1 for formation lighting procedures. Units must ensure that at least one anti-collision light and one set of position lights are illuminated for enroute flight.

3.29.3. (AFDW) Training and real-world scramble operations, with at least one local mission certified aircraft commander at the controls in each aircraft, are AFDW-approved maneuvers during which separation of less than 500 feet is permissible. Adhere to unit procedures.

**3.35. (AFDW) Transponder Operations.** AFDW helicopter crews will reference unit publications for transponder operations.

3.35.2. (AFDW) Helicopter transponders will not be operated in Mode S, Mode 4/5, or “ADS-B Out.”

**3.37. (AFDW) TCAS Operations.** AFDW UH-1Ns are equipped with a Traffic Collision Avoidance Device (TCAD) which does not issue Resolution Advisories (RA). The Helicopter Terrain Awareness and Warning System (HTAWS)/TCAD system is for situation awareness only. Crews are encouraged to use the system to support situational awareness, coordinate with air traffic control, and improve crew communication.

**3.39. (AFDW) Terrain Awareness and Warning Systems (TAWS).** Aircrew will acknowledge terrain and obstacle warnings from the HTAWS, visually confirm obstruction, and ensure proper aircraft clearance.

**3.40. (AFDW) Carry-On Equipment.** See paragraphs 3.15. and 3.16.2. of AFDW supplement.

**3.41. (AFDW) Formation Flights (Including Air Refueling).** AFDW helicopter crews are authorized to accomplish formation flights as directed by AFMAN 11-2UH-1NV3, AFTTP 3-3.H-1 and unit publications.

3.41.1.1. (AFDW) Within the Washington, D. C. Special Flight Rules Area (SFRA), all formation aircraft will operate their transponder unless directed otherwise by Air Traffic Control. Outside the SFRA, follow the parent manual.

**3.46. (AFDW) Simulated Instrument Flight.** A non-instrument qualified pilot will only perform simulated instrument flight when an instrument current and qualified instructor pilot has immediate access to a set of flight controls.

3.46.1. (AFDW) Pilots are authorized to use Vision Restricting Devices (VRD) approved in unit publications, provided there is a current and qualified instructor at another set of flight controls.

3.47.1. (AFDW) Simulated emergency procedures will only be performed when a current and qualified instructor or evaluator pilot has immediate access to a set of flight controls and is designated as an instructor or evaluator on the orders.

3.47.2. (AFDW) Simulated emergency procedures will not be accomplished with passengers onboard.

3.47.4. (AFDW) Helicopter crews will not practice simulated emergency procedures in Instrument Meteorological Conditions (IMC).

3.47.5. (AFDW) Helicopter crews will not practice simulated emergency procedures between the hours of official sunset and official sunrise.

3.47.6. (AFDW) Helicopters do not perform Simulated Flameout, Forced Landing, or Emergency Landing Patterns (SFO/ELP).

**4.2. (AFDW) Flight Authorization.** Refer to AFDW-specific MAJCOM guidance for flight authorizations in AFI 11-401\_AFDWSUP, *Aviation Management*.

**4.5. (AFDW) Flight Plans.** The local flight area is defined as 100 nautical miles (NM) from Joint Base Andrews, MD. AFDW helicopter crews will file a local flight plan through the Mission Control Officer (MCO) for local sorties. Local flight plans will include a “bingo” point, fuel state, and planned recovery location according to the AFTTP 3-3.H-1 definition. (T-3) Flights terminating or originating outside 100NM require a flight plan to be filed. Electronic filing (e.g., ForeFlight) is an acceptable method. Flights flown outside of the NCR will coordinate flight with the MCO.

4.6.1.3. (AFDW) Neither Airfield Suitability and Restrictions Report (ASRR) nor Global Decision Support System (GDSS) use are required for AFDW helicopter mission planning.

4.6.1.4. (AFDW) Portable Flight Planning System (PFPS), Joint Mission Planning System (JMPS) and ForeFlight are approved flight planning software for AFDW helicopter units. Crews must obtain the most current Digital Aeronautical Flight Information File (DAFIF) or Electronic Chart Update Manual (ECHUM) data available prior to using electronic mission planning products in flight.

4.6.1.7. (AFDW) No Special Departure Procedures (SDP) have been created or authorized for AFDW.

4.6.1.9. (AFDW) Specific items required as part of mission planning include: Risk Management (RM), Special Interest Items (SIIs), and FCIF.

4.6.1.9.1. (AFDW) Risk Management. Risk management is a decision-making process to systematically identify risks, evaluate possible courses of action, and determine the best course of action for any given situation. Aircraft commanders will:

4.6.1.9.1.1. (Added) Complete a unit developed RM worksheet for every mission.

4.6.1.9.1.2. **(Added)** Analyze and apply risk control measures, strategies and controls that reduce or eliminate risk to reduce the probability, severity or exposure of risk.

4.6.1.9.1.3. **(Added)** Elevate the mission decision authority when directed by the RM Worksheet.

4.6.1.9.1.4. **(Added)** Document mission approval on the RM Worksheet. The decision authority's initials or an entry on an electronic worksheet are adequate.

4.6.1.9.1.5. **(Added)** The RM Worksheet should be reviewed if conditions have become less favorable for all intermediate stops. Intermediate stops are defined as any time the helicopter lands and is shut down.

4.7.1. **(AFDW)** Helicopters and crews are authorized to file to and land at civil airfields and heliports, except those that charge a landing fee.

4.10.1.1. **(AFDW)** For mission planning, crews should use information from the departure airfield military weather office, if available; if not available, sources (non-DoD included) as outlined in the parent manual are acceptable.

**4.13. (AFDW) Performance-Based Navigation (PBN).** The AN/ANS-175 (CUGR) GPS system is considered a "mission enhancement" system only. Aircraft equipped with the GNS-530 are approved to use RNAV for primary navigation and to fly the following approach types: LNAV, LNAV/VNAV, LP, and LPV. Aircraft are not authorized to fly Required Navigational Performance (RNP) or Ground Based Augmentation System [GBAS] Landing System (GLS) approaches. Aircraft are authorized to fly "T" and "TK" routes. TK RNP 0.3 routes are not authorized. Reference T. O. 1-UH-1N-1, unit directives, and AFI 11-2UH-1NV3 CL1 for setup and configuration.

4.13.1. **(AFDW)** Helicopter crews are prohibited from utilizing the GNS-530 RNAV features with an expired navigation database.

4.13.2. **(AFDW)** The AN/ANS-175 (CUGR) GPS may be used as a situational awareness tool to enhance IFR navigation.

4.13.3. **(AFDW)** UH-1N crews must ensure PBN availability for any planned IFR flight, unless planning and filing using only TACAN equipment. Either check NOTAMs to include enroute navigational aids or utilize the Global Positioning System (GPS)/Wide Area Augmentation System (WAAS) Advanced NOTAM Function from <https://www.notams.faa.gov/>.

4.13.4. **(AFDW)** If an enroute NOTAM check does not identify GPS/WAAS outages, a predictive Receiver Autonomous Integrity Monitoring (RAIM) check is not required as the GNS-530 makes the UH-1N Satellite-based Augmentation System (SBAS)-equipped. If there are GPS/WAAS outages, perform a predictive RAIM check using the GNS-530 "Utility" page, located on the second "Aux" screen, and adjust the flight plan if required.

**4.14. (AFDW) Aeronautical Information and Publications.** AFDW helicopter crews are only authorized to use USG and Jeppesen products for IFR flight. Reference 2.2.27 for exceptions.

4.14.1. (AFDW) Helicopter crews are authorized to use EFBs in accordance with this supplement, [paragraph 3.17](#).

4.14.2. (AFDW) See the AFDW MDS volume 3 supplement for details.

4.14.3. (AFDW) Any process that satisfies all mission planning and chart requirements is authorized. 316 OG/OGV is responsible for implementation. Crews are prohibited from all GPS-based navigation and approaches with a non-current navigation database.

**4.15. (AFDW) IFR Flight.** AFDW helicopter crews are not authorized to file to a destination forecasted to be below compatible minimums, except as directed in paragraph 4.15.1..

4.16.3. (AFDW) Helicopter crews are not authorized to use holding for a specified time in lieu of filing an alternate.

4.19.4. (AFDW) Helicopter crews are authorized to operate under SVFR.

4.20.3. (AFDW) UH-1N crews will use 600 pounds per hour for fuel consumption calculations.

4.20.3.3. (AFDW) Helicopter crews are not authorized holding (instead of an alternate) for remote or island destination.

4.22.1. (AFDW) In accordance with the note in Table 4.2. of the parent publication AFDW helicopters may use category A approach minimal. Ensure aircraft speed is limited to 90 knots indicated airspeed prior to the DA or MDA.

**4.28. (AFDW) Reduced Vertical Separation Minimum (RVSM).** AFDW helicopter crews do not operate in RVSM airspace.

**4.42. (AFDW) VFR-on-top.** VFR-on-top operations are prohibited for AFDW helicopter crews.

4.46.6. (AFDW) Touch-and-go operations as used in the parent publication is not applicable to AFDW helicopter operations.

4.51.4. (AFDW) There are no automated means to cold weather correct altitudes authorized for use by AFDW helicopter crews.

**5.2. (AFDW) Weather.** See AFMAN 11-2UH-1NV3 for minimum takeoff weather restrictions.

5.9.7. (AFDW) There are no AFDW certified IFR departure procedures.

5.19.1. (AFDW) Helicopter crews are not authorized to perform Visual Climb Over Airport (VCOA) procedures.

**5.30. (AFDW) MAJCOM-Certified Departure.** There are no AFDW certified IFR departure procedures.

**5.31. (AFDW) Special Departure Procedure (SDP).** Not authorized.

**6.2. (AFDW) Area Navigation (RNAV) Operations and RNP Operations.** AFDW approves the use of the GNS-530 system for RNAV operations IAW AFMAN 11-2UH-1NV3 and TO 1H-1(U)N-1. Completion of Air Force instrument qualification training in the UH-1N constitutes training necessary to perform these operations. RNP operations are not authorized.

**7.2. (AFDW) PBCS Operations.** AFDW helicopter crews are not authorized to conduct PBCS systems operations.

**10.5. (AFDW) Radius-to-Fix (RF).** AFDW helicopter crews are not authorized to perform RF maneuvers.

12.1.7. (AFDW) Helicopter operations do not require operations in the North Atlantic High- Level Airspace (NAT HLA).

**12.11. (AFDW) Chart Building Requirements.** AFDW helicopter crews will follow guidance in AFMAN 11-2UH-1NV3, AFTTP 3-3.H-1 and unit directives for chart utilization and requirements.

12.11.3. (AFDW) Electronic charts are authorized.

12.11.4. (AFDW) The provisions of the parent paragraph 12.11.4. do not apply when using electronic charts, as long as either (a) the electronic chart has a real-time present position displayed, or (b) planned course lines are plotted.

14.3.3. (AFDW) There are no AFDW specific “MAJCOM-certified” arrivals.

**15.2. (AFDW) Practice Instrument Approaches Under VFR.** AFDW helicopter crews are authorized to practice instrument approaches under VFR. Special attention should be paid to airspace altitude requirements while operating simultaneously under VFR and performing instrument approaches.

15.3.2. (AFDW) Helicopter crews are not authorized to fly PBN segments on conventional final approaches.

15.3.3. (AFDW) Self-Contained Approaches are not approved for AFDW helicopter crews.

15.3.4. (AFDW) Precision Runway Monitoring (PRM) Approaches. Not authorized for AFDW crews.

15.3.5. (AFDW) Simultaneous Offset Instrument Approaches (SOIA). Not authorized for AFDW crews.

15.3.6. (AFDW) Authorization Required Procedures. Not authorized for AFDW crews.

15.3.7. (AFDW) MAJCOM-Certified Procedures. No AFDW/A3 certified procedures exist.

**15.16. (AFDW) PBN Transitions to Conventional Final Approach.** Procedures requiring PBN (i.e., RNAV 1-GPS, RNP 1) are not authorized for AFDW crews.

**17.1. (AFDW) General.** No special aircrew and aircraft certification required approaches exist for AFDW helicopter crews. The provisions of Chapter 17 do not apply to AFDW helicopter operations.

**18.3. (AFDW) Reduced Same Runway Separation (RSRS).** RSRS is authorized for AFDW Helicopters when:

18.3.1. (Added) Helicopters share the closed traffic pattern with other helicopters, approval is given/directed by the controlling agency, and a minimum of 500 ft is maintained between helicopters.

18.3.2. **(Added)** Fixed wing traffic is rolling out after touchdown, approval is given/directed by the controlling agency, and a minimum of 3000 ft separation is maintained between aircraft.

**18.5. (AFDW) Landing with Hot Armament.** AFDW helicopters do not fly with armament, no MAJCOM procedures required.

**18.6. (AFDW) Touch-and-Go Landings.** The term “Touch-and-Go Landings” as used in the parent publication does not apply to AFDW helicopter operations.

20.1.1. **(AFDW)** Helicopter crews will not use NAVAIDs oriented to true or grid north.

20.7.1.1. **(AFDW)** Helicopter crews do not operate in latitudes north of 70° North or south of 60° South that are not officially designated as areas of magnetic unreliability (AMU).

JOEL D. JACKSON, Major General, USAF  
Commander

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

**(Added)** AFI 11-301V1 AFGSC Sup, *Aircrew Flight Equipment (AFE) Program*, 30 October 2018

**(Added)** AFI 33-322, *Records Management and Information Guidance*, 23 March 2020

**(Added)** AFTTP 3-3.H-1, *Combat Aircraft Fundamentals*, 22 February 2019

**(Added)** AFMAN 11-2UH-1NV1, *UH-1N Helicopter Aircrew Training*, 14 November 2018

**(Added)** AFMAN 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*, 14 September 2022

**(Added)** AFMAN 11-2UH-1NV3 CL-1, *UH-1N Crew Briefing Guides/Checklists*, 18 May 2022

**(Added)** DAFMAN 11-401 AFDW Sup, *Aviation Management*, 31 January 2022

***Abbreviations and Acronyms***

**ARMS (Added)**—Aviation Resource Management System

**ASRR (Added)**—Airfield Suitability and Restrictions Report

**ECHUM (Added)**—Electronic Chart Update Manual

**EHSI (Added)**—Electronic Horizontal Situation Indicator

**HTAWS (Added)**—Helicopter Terrain Awareness and Warning System

**IQT (Added)**—Initial Qualification Training

**JMPS (Added)**—Joint Mission Planning System

**LFT (Added)**—Local Familiarization Training

**MCO (Added)**—Mission Control Officer

**MDS (Added)**—Mission Design Series

**MQT (Added)**—Mission Qualification Training

**NCR (Added)**—National Capital Region

**NOAA (Added)**—National Oceanic and Atmospheric Administration

**OPLANS (Added)**—Operations Plans

**OPORDS (Added)**—Operations Orders

**PFPS (Added)**—Portable Flight Planning System

**RDS (Added)**—Records Disposition Schedule

**RM (Added)**—Risk Management

**SA (Added)**—Special Authorization

**SFRA (Added)**—Special Flight Rules Area

**SII (Added)**—Special Interest Item

**TCAD (Added)**—Terrain Collision Avoidance Device

**VRD (Added)**—Vision Restrictive Device

*Terms*

**Critical Phase of Flight (Added)** —This term includes: terminal area operations (including taxi, takeoff and landing), tactical, low level, formation operations (other than cruise), and all portions of any test or functional check flight or any aerial demonstration.

**Tactical Operations (Added)** —AFDW does not participate in tactical operations as defined by the parent publication. For AFDW helicopter crews, tactical operations are as defined in AFMAN 11-2UH-1NV3.