

**BY ORDER OF THE COMMANDER
AVIANO AIR BASE (USAFE)**

AIR FORCE MANUAL 11-2HH-60GV3



**AVIANO AIR BASE
Supplement**

9 AUGUST 2024

Flying Operations

HH-60G OPERATIONS PROCEDURES

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(Added) AFMAN 11-2HH-60G, **Volume 3**, dated 19 Aug 2020 is supplemented as follows: The purpose of this supplement is to provide guidance and procedures specific to HH-60G operations. This supplement applies to all personnel (to include Air National Guard and Air Force Reserve members) assigned, attached, or TDY to the 31st Operations Group (31 OG), Aviano AB, Italy. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located on the Air Force Portal in AFRIMS. Send comments and suggestions for improvements to this supplement on AF Form 847, *Recommendation for Change of Publication*, through your chain of command to 31 OG/OGV, Unit 6170, APO AE, 09604-0310, or via email to 31OGST.OGV@us.af.mil. Reference **Paragraph 1.4** for waiver authority.

SUMMARY OF CHANGES

(Added) This document is the initial publication of its type and must be completely reviewed. This document is supplemented by the *31 FW Helo Aircrew Aid, POP-ATC-001*, and *SMA-USA- 101* when referenced.

1.4. The waiver authority for the Aviano supplement is the 31st Operations Group Commander (31 OG/CC). Route waiver requests through OGV on the DAF Form 679, *Air Force Publication Compliance Item Waiver Request/Approval*, prescribed by DAFMAN 90-160, *Publishing Processes and Procedures*.

2.1.10. **(Added)** Responsible for complying with all host-nation guidance and directives.

2.4.1. **(Added)** The 603 Air Operations Center (AOC) Personnel Recovery Coordination Center (PRCC) is the primary Point of Contact (POC) for civil search and rescue (SAR) requests within the NATO Area of Responsibility (AOR). The PRCC, in conjunction with the host nation requesting support, will ascertain the operation feasibility.

2.4.2. **(Added)** Foreign Disaster Relief. Department of Defense Directive (DoDD) 5100.46, *Foreign Disaster Relief*, allows commanders to make immediate action determinations during time-constrained situations. Commanders will coordinate up the chain-of-command as soon as reasonably possible.

2.9.2. **(Added)** HH-60G qualified aircrew serving as guest flyers will complete the *Guest Helicopter Aircrew Checklist (Attachment 2)* prior to their first flight in a 31 FW aircraft.

3.2.4. **(Added)** BASH program bird cannon procedures, Bird Watch Conditions (BWC), and observations are IAW *31 FW 91-212* procedures for Aviano Air Base operations.

3.2.4.1. **(Added)** Local Training Area BASH Program. Pilots should consider the Aviano Air Base BWC to be consistent across the entire northern Italian training areas. Except for transiting enroute above 500 ft, the following guidance applies:

3.2.4.2. **(Added)** Training Area Birds Moderate. Aircrews will consider the training area Birds Moderate if their aircraft has to alter its flightpath to avoid birds. Aircrews shall use sound judgment to apply risk mitigation techniques in the event of mass gatherings of birds are present that do not directly cause flightpath alterations.

3.2.4.2.1. **(Added)** Training Area Birds Moderate restrictions. Continue terminal area procedures at discretion of flight lead or AC. Consideration should be given to move training location if multiple maneuvers are required to avoid bird strike.

3.2.4.3. **(Added)** Training Area Birds Severe. Aircrew will consider the training area Birds Severe if their aircraft has to alter its flightpath multiple times (i.e. 3 or more times) to avoid bird strikes. Aircrews shall use sound judgment to apply risk mitigation techniques in the event mass gatherings of birds are present that do not directly cause flightpath alterations.

3.2.4.3.1. **(Added)** Training Area Birds Severe restrictions. Cease all tactical maneuvering, flight leads/AC will evaluate the training area for overall bird condition. Pilots will consider moving to another training area if current training location is deemed unsuitable due to overall bird activity.

3.4.1. Reference HN Aeronautical Information Publications (AIP), HN Military Aeronautical Information Publications (MILAIP), officially produced HN military subsets, Department of Defense (DoD) Foreign Clearance Guide (FCG) (<https://www.fcg.pentagon.mil/>), in addition to Air Force directives to determine the most restrictive weather minimums. Use the International Civil Aviation Organization (ICAO) VFR minimums when specific guidance is lacking.

3.4.1.4. **(Added)** Special VFR (SVFR). SVFR operations are available when the airfield weather is less than 1500 foot ceilings or 5 km (3 SM) visibility but greater than 800 meters visibility.

3.4.1.4.1. **(Added)** ACs will apply the day/night training weather minimums or HN weather minimums (whichever is most restrictive) while operating under SVFR.

3.4.1.4.2. **(Added)** Pilots must request the procedure and fly arrival/departure at an altitude and airspeed that allows the pilot to see and avoid obstacle, maintain visual contact with the ground,

3.4.1.4.1. and remain clear of clouds. Reference *POP-ATC-001* and *SMA-USA-101* for full details on SVFR procedures.

3.5.2. **(Added)** Reference *31 FW Helo Aircrew Aid* for weather watch and warning procedures.

3.6.1.1. **(Added)** Italian military regulations require additional fuel planning considerations when operating within Italian airspace. Aircrew must plan to land at the destination airfield with fuel equal to or more than what is referred to as “Touch Down Fuel”.

3.6.1.1.1. **(Added)** Touch Down Fuel is the sum of minimal landing fuel, reserve fuel, and alternate fuel.

3.6.1.1.1.1. **(Added)** Minimum landing fuel is the fuel required for landing as directed by the manual for the aircraft being used. Aircrew will use 500 pounds of useable fuel for minimum landing fuel.

3.6.1.1.1.2. **(Added)** Reserve fuel is the fuel required to increase the planned flight time by 10 minutes. Aircrew will use an additional 200 pounds for reserve fuel.

3.6.1.1.1.3. **(Added)** Alternate fuel is the fuel required to execute a missed approach and come to a full stop at an alternate destination.

3.6.1.1.1.3.1. **(Added)** When the prevailing weather for the estimated time of arrival ± 1 hour at the destination is greater than 1500 foot ceilings and 2000 meters visibility, aircrew will use VFR direct routing to a suitable landing spot for computing alternate fuel (i.e. 50 pounds if utilizing La Comina, or 100 pounds if utilizing Casarsa as a suitable landing spot).

3.6.1.1.1.3.2. **(Added)** When the prevailing weather for the estimated time of arrival ± 1 hour at the destination is at or below 1500 foot ceiling or 2000 meters visibility, aircrew will calculate alternate fuel as that which is required to execute the missed approach from the applicable missed approach point, fly to the missed approach holding fix, follow the most suitable routing to an initial approach fix, and complete the approach and landing at an alternate airfield (i.e. 900 pounds if utilizing Istrana Rwy 8 as an alternate).

3.6.1.1.1.4. **(Added)** Touch Down Fuel calculation examples.

3.6.1.1.1.4.1. **(Added)** If conducting training with prevailing weather greater than 1500 foot ceilings and 2000 meters visibility and utilizing La Comina as a suitable landing spot, the touch down fuel would be calculated as: minimum landing fuel of 500 lbs useable, plus reserve fuel of 200 lbs, plus alternate fuel of 50 lbs, resulting in 750 lbs useable.

3.6.1.1.1.4.2. **(Added)** If conducting training with prevailing weather equal to or below 1500 foot ceilings or 2000 meters visibility and utilizing Istrana Rwy 8 as an alternate airfield, the touch down fuel would be calculated as: minimum landing fuel of 500 lbs useable, plus reserve fuel of 200 lbs, plus alternate fuel of 900 lbs, resulting in 1600 lbs useable.

3.7.1. The MILAIP contains all the CHUM information for Italian low-level operations. Electronic chart update manual (ECHUM) is not sufficient for low-level mission planning in Italy. Until a reliable electronic CHUM is published, maps will be updated by comparing the VVOD published by the NGA with the CHUM information found in the MILAIP. This comparison should be conducted every time a new MILAIP is published. Additionally, maps must be updated monthly with any new CHUM found in the ITAF NOTAMS posted by Base Ops.

3.7.1.

3.17.3.1. **(Added)** 31 OG/CC delegates the authority for removal of cockpit doors to the 56 RQS/CC.

Table 3.1. (Added) Guidance.

PUBLICATION	FORMAT
ENAME IFR Supplement	Electronic or Hardcopy
Italian MILAIP	Electronic or Hardcopy
Low Flying Chart Europe Sheet F2-Italy (LFC-ITA 1:500,000)	Electronic or Hardcopy

3.23.1.1. **(Added)** All water operations must be accomplished at locations consistent with current Italian guidance and at a minimum of .5 NM offshore. Cross the shoreline perpendicular to the coast and at a minimum of 500' AGL.

3.23.7. **(Added)** Reference *31 FW Helo Aircrew Aid* for all other local water operations restrictions and procedures.

5.2.6. **(Added)** OG/CC authorizes practice instrument approaches under VFR conditions for rotary-wing aircraft. This authority is only applicable to approaches flown within Italy.

8.2.1.1. **(Added)** This supplement provides procedural guidance, training restrictions, and general information pertinent to helicopter operations at Aviano AB. It is applicable to all aircrew assigned, attached, or TDY to the 56 RQS. This chapter is not a single source document and must be used in conjunction with: the *31 FW Helo Aircrew Aid*, current FCIFs, OGRFs and applicable Italian Publications (PIV, LFC Maps, Regole Del Volo Per Il Traffico Aereo Operativo, AIP, MILAIP, POP-ATC-001, POP-OPR-001, SMA-USA-101).

8.2.2.1. **(Added)** Report deviations as soon as possible to the 56 RQS/CC and the 31 OG/CC.

8.2.3.1. **(Added)** Flight Plans

8.2.3.1.1. **(Added)** ACs are responsible for ensuring a local stereo route or DD Form 1801, DoD International Flight Plan, has been filed. Any questions pertaining to a filed flight plan should be routed through the 56 RQS scheduling office and/or the 31 FW Scheduling office (31 OSS/OSOS).

8.2.3.1.2. **(Added)** Each flight plan has a takeoff window of -15 to +45 minutes from the scheduled time.

8.2.3.1.3. **(Added)** Latecomer Procedures. If unable to takeoff as a flight, aircraft may execute latecomer procedures. Latecomer aircraft must utilize the same airspace as the original mission already approved. All latecomer aircraft must still takeoff within the standard window of the original clearance.

8.2.3.1.3.1. **(Added)** Aircraft electing to invoke latecomer procedures will contact Air Traffic Control (ATC) requesting the activation of the latecomer flight plan with the new expected time of departure.

8.2.3.1.4. **(Added)** Immediate Flight Plans.

8.2.3.1.1.

8.2.3.1.5.1. **(Added)** This is not a routine request and must be accomplished whenever a flight cannot meet the standard window of the original clearance, a change is required (route, operation area, VFR to IFR, etc.), or an addition to the flying schedule is required.

8.2.3.1.5.2. **(Added)** Pilots should plan 75 minutes for the submittal of the immediate flight plan to 31 FW Scheduling office and the approval of an immediate flight plan from the Italian Base Operations Center.

8.2.3.1.6. **(Added)** Cross Country Flight Plans.

8.2.3.1.6.1. **(Added)** The pilot in command or his/her designated representative must complete a Piano Di Volo-Flight Plan (ITAF DD Form 1801 equivalent) when departing Aviano or another ITAF base, or a DD Form 1801. Prior to filing the flight plan, pilots will consult the DOD Foreign Clearance Guide, Airfield Suitability and Restrictions Report (ASRR), USAF Classified Foreign Clearance Guide, FM Immunity information in the appropriate FLIP General Planning document, HN AIP, MILAIP, Flight Information Publication AP/2, and General Planning Guide.

8.2.3.2. **(Added)** Local Weather Procedures.

8.2.3.2.1. **(Added)** Aviano has both USAF and ITAF weather observers. The ATIS uses the ITAF weather observation under the identifier LIPA. This is the official airfield observation used to determine airfield status and IFR/VFR pattern status.

8.2.3.2.2. **(Added)** The USAF Weather Flight prepares a Mission Execution Forecast (MEF), a customized weather depiction for USAF helicopter pilots. The MEF includes, but is not limited to, takeoff and landing weather at Aviano, alternate airfield weather, and working airspace weather.

8.2.3.2.3. **(Added)** Avalanche Risk. A national snow and avalanche forecast service is provided by Meteomont (www.meteomont.gov.it/infoMeteo/) and pilots will check this service before conducting low-level activity (flight below 2000' AGL) in a mountainous environment. If the published avalanche risk assessment is a 3 or higher, low-level activity in that particular area is not allowed.

8.2.3.3. **(Added)** NOTAMS. In addition to Defense Internet NOTAM Service (DINS) or Defense Aeronautical Information Portal (DAIP), pilots must also check the ITAF NOTAMS published by Airfield Management Operations (AMOPS) prior to flying low-level in Italy. Base Ops will post these daily and they will also address any new CHUM between publication cycles.

8.2.3.4. **(Added)** Step Procedures.

8.2.3.4.1. **(Added)** ACs are responsible for filing the following items in a designated flight binder prior to stepping to the aircraft: Flight Authorization, Weight and Balance, Operational Risk Management (ORM), and Form 70 (if departing the local traffic pattern). Also include the passenger manifest, MEP, or interfly letters (as applicable).

8.2.3.4.1.1. **(Added)** FCIFs may be signed off on the flight orders while TDY, deployed, or if Patriot Excalibur (PEX) is temporarily unavailable.

8.2.3.4.2. **(Added)** Reference *DAFMAN 11-401* and all applicable supplements for specific MEP/Incentive/Familiarization flight procedures.

8.2.3.1.1.

8.2.3.4.4. **(Added)** TOLD Book Management. SMAs are authorized to prepare and fly with an individualized TOLD book. This TOLD book will be for reference only and it is the responsibility of the owner to ensure its currency and usability.

8.2.3.4.5. **(Added)** Weight and Balance Documentation. Hardcopy weight and balance books will be available at the Operations Desk. T.O. 1H-60(H)G-5, Basic Weight Checklist and Loading Data, are available electronically.

8.2.3.4.6. **(Added)** Operations Security (OPSEC) and Communication Security (COMSEC) Procedures. ACs are responsible for the collection, sanitization, and destruction of any sensitive material. SMAs are responsible for the proper check-out and turn-in procedures for any COMSEC related items. Crews will review the *31 FW Helo Aircrew Aid* for specific country procedures during a precautionary landing before stepping to the aircraft.

8.2.4.1. **(Added)** Engine Start. Reference *POP-ATC-001*.

8.2.4.1.1. **(Added)** Pilots will request engine start from Aviano Ground. Include the first three reporting points, altitude requested, number of souls on board, fuel on board (in hours) and ATIS identifier.

8.2.4.2. **(Added)** Taxi. Reference *POP-ATC-001*.

8.2.4.2.1. **(Added)** Mode 3/C. Flights will squawk assigned mode 3 in sequence. If departing VFR with no assigned code, squawk 7000 in sequence.

8.2.4.3. **(Added)** Hover Procedures. Reference *POP-ATC-001* and *31 FW Helo Aircrew Aid*.

8.2.4.3.1. **(Added)** Hoist weight checks and AIE operations. Reference *POP-ATC-001* and *31 FW Helo Aircrew Aid*.

8.2.4.4. **(Added)** Pattern Procedures. Reference *POP-ATC-001* and *31 FW Helo Aircrew Aid*.

8.2.4.4.1. **(Added)** Downwind pattern will be flown at or below 1000' MSL and North Traffic. Tower approval is required for any deviation from the pattern altitude up to 2500' MSL.

8.2.4.4.2. **(Added)** Reduced Same Runway Separation (RSRS). Helicopters can use RSRS for simultaneous landing on the active runway.

8.2.4.5. **(Added)** Arrival/Departure Procedures. For traffic deconfliction during simultaneous arrivals and departures, each aircraft will lean right of course while following the guidance below. Reference *POP-ATC-001* and *31 FW Helo Aircrew Aid*.

8.2.4.5.1. **(Added)** Helo North. Maintain 500' AGL until inbound on arrival. Do not descend below 200' AGL until you have crossed the SP7 local traffic highway. Fly reverse for departure.

8.2.4.5.2. **(Added)** Helo West. Maintain 500' AGL until inbound on arrival. Do not descend below 200' AGL until you have crossed the SP31 local traffic highway. Fly reverse for departure.

8.2.4.5.3. **(Added)** Helo South. Maintain 500' AGL until inbound on arrival. Do not descend below 200' AGL until you have crossed the SP7 local traffic highway. Fly reverse for departure.

8.2.4.6. **(Added)** Flight Following.

8.2.4.6.1. **(Added)** Within Italian Airspace. In accordance with *SMA-USA-101* guidance.

8.2.4.1.1.

8.2.4.6.3. **(Added)** Outside of Italian Airspace. FLs/ACs are responsible for relaying operations are normal to the Operations Desk every hour.

8.2.4.7. **(Added)** Low-Level Operations.

8.2.4.7.1. **(Added)** Low-level flying in Italy is subject to specific rules, procedures, and limitations which must be thoroughly understood before flight. This guidance is published in *Area Planning (AP/2)*, *MILAIP*, *Regole Del Volo Per Il Traffico Aereo Operativo*, and *SMA- USA-101*.

8.2.4.7.1.1. **(Added)** All HH-60G aircrew (assigned, TDY, or guest) must receive an Italian low-level brief prior to flying in the Italian low-level structure.

8.2.4.7.1.2. **(Added)** All assigned and guest HH-60G aircrew must take the Low-Level Test administered by OGV prior to flying low-level in Italy. The test is correctable to 100%.

8.2.4.7.1.3. **(Added)** Low-level flight over the Italian mainland must be specifically authorized by the Italian Air Staff (published on the Programma Voli Giornalieri (PVG) or approved via immediate flight plan).

8.2.4.7.2. **(Added)** Low-Level Structure.

8.2.4.7.2.1. **(Added)** The low-level structure in Italy is defined as flight below 2000' AGL. Aircraft must be on an approved Italian Very Low-Level Operation Air Traffic (BOAT) flight to operate in the low-level structure. This airspace is further divided into BOAT zones (ZB), Tactical Areas (AT), Dedicated User Areas (AD), and Tactical Corridors (CT). Refer to the *MILAIP*, *Italian Low Flying Charts* and *SMA-USA-101* for specifics.

8.2.4.7.2.1.1. **(Added)** BOAT zones. These are the main subdivisions of the low-level airspace and helicopters are allowed to operate from 500' – 2000' AGL. Helicopters operating out of Aviano will primarily use the ZB Nord – PO zone. Reference *31 FW Helo Aircrew Aid* for restrictions and further guidance.

8.2.4.7.2.1.2. **(Added)** Tactical Areas. These areas are positioned within BOAT zones and are activated for training and exercises. Helicopters are allowed to operate down to 150' AHO in a Tactical Area. Note: There are no defined Tactical Areas within the ZB Nord - PO zone.

8.2.4.7.2.1.3. **(Added)** Dedicated User Areas. When established in a dedicated user area, the working airspace extends down to the surface for helicopters. Reference *31 FW Helo Aircrew Aid* for restrictions and further guidance.

8.2.4.7.2.1.4. **(Added)** Tactical Corridors. These normally connect two Tactical Areas that are close to one another and can be flown at a minimum height of 150' AHO for helicopters.

8.2.4.8. **(Added)** Emergency Procedures Training.

8.2.4.8.1. **(Added)** With appropriately qualified crews, simulated EPs may be conducted at all approved Landing Zones (LZs) with a current survey. **Exception:** Roll-On landings and practice single-engine maneuvers with a throttle dragged must terminate to a paved runway, taxiway, or other approved locations outlined in the *31 FW Helo Aircrew Aid*.

8.2.4.8.2. **(Added)** Emergency procedures sorties will not be performed with the ALQ-144A installed unless dictated by operational requirements.

8.2.4.9. **(Added)** IFR Procedures.

8.2.4.1.

8.2.4.10.1. **(Added)** Local Climbout (RWY 5 only). For consecutive instrument approaches, ATC will issue climb-out instructions or advise "Execute Local Climb-out." Local climb-out procedures are: After low approach, touch and go, or missed approach, fly runway heading and climb to 1500' MSL. After the departure end of the runway, turn right to heading 180, climb and maintain 3000' MSL.

8.2.4.11. **(Added)** Landing/post-flight procedures.

8.2.4.11.1. **(Added)** Hot Pit Refueling Operations. Reference *31 FW Helo Aircrew Aid* for procedures.

8.2.4.11.1.1. **(Added)** Hot pit refueling will be primarily conducted at the North Ramp Hot Pit, but can be conducted at any fueling site on the airfield approved for H-60 with the prior approval/coordination of Airfield Management and the Logistics Readiness Squadron.

8.2.4.11.1.2. **(Added)** Fire trucks may or may not be present at refuel site.

8.2.4.11.2. **(Added)** TDY Refueling Procedures. Each 31 FW aircraft has its own air credit card assigned to it. Any time fuel is required off station, pilots will use the assigned aircraft credit card to pay. The tail number is printed on the face of the card. On return to home station, turn-in the receipt to maintenance, who will forward it to the Wing Refueling Document Control Officer (WRDCO) for archive.

8.2.4.12. **(Added)** FCF/OCF Procedures.

8.2.4.12.1. **(Added)** MXG QA will follow all requirements outlined in AFI 21-101.

8.2.4.12.1.1. **(Added)** Prior to executing a Functional Check Flight (FCF) or Operational Check Flight (OCF) the aircrew will be briefed by Maintenance Group (MXG) Quality Assurance (QA) on the purpose and extent of the flight, previous maintenance problems, and discrepancies recorded on the aircraft or engines related to the FCF.

8.2.4.12.1.2. **(Added)** MXG QA will ensure all maintenance actions are completed and all AFTO Form 781-series forms are documented IAW MDS specific -6 TO and TO 00-20-1 or electronic equivalent.

8.2.4.12.1.3. **(Added)** MXG QA will ensure aircraft Weight & Balance documents are reviewed.

8.2.4.12.2. **(Added)** FCF/OCF Flight Requirements.

8.2.4.12.2.1. **(Added)** The mandatory requirements for FCF are outlined in TO 1-1-300 and the applicable -6 TO. FCF profiles are determined by the maintenance requirement causing the FCF. The FCF profile will be tailored for the discrepancy causing the FCF by applying the following guidance:

8.2.4.12.2.1.1. **(Added)** Require a clean configuration whenever FCFs are flown for flight controls, fuel controls or engine changes.

8.2.4.12.2.1.2. **(Added)** Do not fly FCFs in conjunction with other missions or training requirements, unless authorized in TO 1-1-300.

8.2.4.12.2.2. **(Added)** FCF profile sorties will use the following call sign: JOLLY 41.

8.2.4.1.1.1.

8.2.4.12.2.4. **(Added)** Crews conducting FCF procedures will be on a reduced PVG flight plan that will allow multiple activations of the flight plan within the PVG assigned window.

8.2.4.12.2.5. **(Added)** The primary FCF area will be an extended downwind pattern north of the airfield. Coordinate with tower for specific altitude blocks. Crews will also have a route from Aviano to Caorle, if needed. Avoid direct overflight of populated areas to the max extent possible. Reference *31 FW Helo Aircrew Aid* for any additional guidance.

8.2.4.12.2.6. **(Added)** Helicopters accomplishing hover only operations for FCFs and OCFs at Aviano Air Base are required to have 200 foot ceilings and one-half mile visibility.

8.2.4.13. **(Added)** Quiet Hours. Reference *POP-ATC-001* and *31 FW Helo Aircrew Aid*.

8.2.5.1. **(Added)** Weapons employment at established ranges will follow HN range procedures so long as they do not violate any US regulations. Reference the USAFE-AFAF Ranges sharepoint site for published guidance and the *31 FW Helo Aircrew Aid* for specific range procedures.

8.2.5.2. **(Added)** Ammunition will not be placed in the ammunition chute over Italian airspace. SMAs will not load ammunition through the chute and into the weapon until after the clearing pass is complete.

8.2.5.3. **(Added)** FOD/White Light Check. Upon completion of weapons employment or chaff/flare dispense, land at an approved landing area on the range to check for hung flares/chaff and/or brass and links in the helicopter cabin. Use a white light to perform this inspection at night.

8.2.5.4. **(Added)** Spent/jammed rounds will be dropped on the range only if discarded inside an approved impact or munitions collection area.

8.2.6.1. **(Added)** Procedures in this section and the *31 FW Helo Aircrew Aid* do not preclude the exercise of sound judgment in the interest of personnel/equipment safety.

8.2.6.2. **(Added)** Declare an emergency anytime crash or fire equipment may be needed or the situation necessitates traffic priority. Time and conditions permitting, contact the Supervisor of Flying (SOF).

8.2.6.3. **(Added)** Lased Pilot Actions. Reference *31 FW Helo Aircrew Aid*.

8.2.6.4. **(Added)** BASH Program. Reference 3.2.2.1.1.

8.2.6.5. **(Added)** Radio Failure/Lost Comm. Reference *31 FW Helo Aircrew Aid*.

8.2.6.6. **(Added)** Civil Search and Rescue (SAR)/Disaster Relief Procedures. Reference 2.4.1 and 2.4.2.

8.2.6.7. **(Added)** Internal Medical Plan. Reference *31 FW Helo Aircrew Aid*.

8.2.6.8. **(Added)** Hot Gun Procedures. Reference *31 FW Helo Aircrew Aid*.

8.2.6.9. **(Added)** Hung Flare. Reference *31 FW Helo Aircrew Aid*.

8.2.8.1. Each country may have specific guidance related to command and control. Reference *31 FW Helo Aircrew Aid* for specifics.

8.2.8.2. There are no specific local operating procedures. Reference 3.20.

8.2.8.1.

8.2.8.4. Reference 3.7.2.

- 8.2.8.5. Reference 8.2.3.2.
- 8.2.8.6. Reference 8.2.3.1.
- 8.2.8.7. Reference 8.2.3.1.5.
- 8.2.8.8. Reference **Table 3.1**.
- 8.2.8.9. Reference 8.2.3.4.3.
- 8.2.8.10. Reference 8.2.4.9.
- 8.2.8.11. Reference 8.2.6.8.
- 8.2.8.12. Reference 8.2.6.9.
- 8.2.8.13. Reference 3.2.2.1.1.
- 8.2.8.14. Reference 8.2.3.2.3.
- 8.2.8.15. Reference 8.2.4.2.
- 8.2.8.16. There are no specific local operating procedures. Reference 2.12.
- 8.2.8.17. Reference 8.2.4.
- 8.2.8.18. Reference 8.2.3.4.5.
- 8.2.8.19. Reference 3.23 and the *31 FW Helo Aircrew Aid* for all local water operations restrictions and procedures.
- 8.2.8.20. Reference 3.24.1.
- 8.2.8.21. Reference 8.2.4.10.1.

TAD D. CLARK, Brig Gen, USAF
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Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

(Added) *31 FW Helo Aircrew Aid*

(Added) AFMAN 11-202 Volume 3, Flight Operations, United States Air Forces in Europe-Air Forces Africa Supplement 29 July 2022

(Added) DoD Flight Information Publication AP/2 Area Planning – Europe-Africa-Middle East, updated periodically

(Added) DoD Flight Information Publication AP/2A Special Use Airspace – Europe-Africa-Middle East, updated periodically

(Added) DoD Foreign Clearance Guide (digital)

(Added) DoDD 5100.46, *Foreign Disaster Relief (FDR)*, July 6, 2012

(Added) DoDI 4540.01, *Use of International Airspace by US Military Aircraft and for Missile and Projectile Firings*, June 2, 2015

(Added) MILAIP, *PUBBLICAZIONE MILITARE DI INFORMAZIONI AERONAUTICHE*, 20 June 2005

(Added) SMA-USA-101, *Regole Del Volo Per Il Traffico Aereo Operativo*, 13 January 2017

Prescribed Forms

None

Adopted Forms

AF Form 87, *Recommendation for Change of Publication*

Abbreviations and Acronyms

(Added) AHO—Above Highest Obstacle

(Added) AIP—Aeronautical Information Publications

(Added) AMOPS—Airfield Management Operations

(Added) AOC/CODR—603rd Air Operations Center/Chief of Combat Operations

(Added) AOR—Area of Responsibility

(Added) ASRR—Airfield Suitability and Restrictions Report

(Added) ATC—Air Traffic Control

(Added) ATIS—automatic terminal information service

(Added) BBQ—Italian very low-level flight

(Added) BOAT—Italian Very Low-Level Operational Air Traffic

(Added) BWC—Bird Watch Conditions

(Added) DAIP—Defense Aeronautical Information Portal **(Added) DINS**—Defense Internet NOTAM Service **(Added) DoDD**—Department of Defense Directive **(Added) DUA**—Designated User Area

(Added) ECHUM—Electronic chart update manual **(Added) ENAME**—Europe North Africa Middle East **(Added) FA**—Flight Authorization

(Added) FCIF—Flight Crew Information File **(Added) FCG**—Foreign Clearance Guide **(Added) FOD**—Foreign Object Debris **(Added) FW**—31st Fighter Wing

(Added) HN—Host Nation

(Added) ICAO—International Civil Aviation Organization

(Added) ITAF—Italian Air Force

(Added) MEF—Mission Execution Forecast

(Added) MILAIP—Military Aeronautical Information Publications

(Added) NATO—North Atlantic Treaty Organization **(Added) OGRF**—Operations Group Read File **(Added) Ops Sup**—Operations Supervisor

(Added) ORM—Operational Risk Management

(Added) PEX—Patriot Excalibur

(Added) POC—Point of Contact

(Added) PRCC—Personnel Recovery Coordination Center

(Added) PVG—Programma Voli Giornalieri (Daily Flying Schedule)

(Added) RQS—Rescue Squadron

(Added) RSRS—Reduced Same Runway Separation

(Added) SAR—Search and Rescue

(Added) SOF—Supervisor of Flying **(Added) SVFR**—Special Visual Flight Rules **(Added) TDY**—temporary duty

(Added) VVOD—Vector Vertical Obstruction Database

(Added) WRDCO—Wing Refueling Document Control Officer

Attachment 2 (Added)
GUEST HELICOPTER AIRCREW CHECKLIST

Figure A2.1. (Added) Guest Helicopter Aircrew Checklist.

In order to fly with the 31 FW, guest aircrew must complete the steps listed below.

At First Notification of Guest Flying:

- _ Host squadron will assign a POC for the guest aircrew member.
- _ Guest aircrew will print for hand carry or e-mail his/her Individual Training Summary to the 56 RQS SARM office.
- _ Guest aircrew and host squadron POC will ensure the interfly approval authority memorandum is signed by both the requesting and supporting OG/CC prior to first flight IAW AFMAN 11- 2HH-60V3 guidance.

Before First Flight: