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Flying Operations

F-16--OPERATIONS PROCEDURES

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(AVIANO) AFMAN 11-2F-16, Volume 3, dated 4 February 2020 is supplemented as follows: The purpose of this supplement is to provide guidance and procedures specific to F-16 operations. This supplement applies to all personnel assigned 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 AFMAN 33-363, *Management of Records*, 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**.

SUMMARY OF CHANGES

(AVIANO) This document is supplemented by the *31 FW Viper Aid*, *31 FW Flying Standards*, and *31 FW ATSO Guide* when referenced. Redundant and outdated guidance

has been removed. Added SEPT guidance and departure end cable waiver for primary alternates.

8.1.1. **Section A. Introduction.** This chapter supplements operational directives and establishes local procedures for all pilots assigned and attached to the 31st Fighter Wing (FW). Close study of this regulation, the *31 FW Viper Aid*, *31 FW Flying Standards, 31 FW ATSO Guide,* current FCIFs, OGRFs and applicable Italian Publications (PIV, NOTAMs, Manuale BOAT, LFC Maps, Regole Del Volo Per Il Traffico Aereo Operativo, MILAIP, POP-ATC-001, POP- OPR-001, SMA-USA-101) is necessary to effectively and safely employ from Italy.

8.1.2. **Section B. General Policy.**

8.1.2.1. Deviations. Report deviations immediately to the flying squadron commander and the 31 OG/CC.

8.1.2.2. Waivers. The 31 OG/CC is the waiver authority for this supplement. Request waivers via AF Form 679.

8.1.2.3. Non-Demanding.

8.1.2.3.1. Non-Demanding missions are IAW AFMAN 11-2F-16v1, Attachment 2 with the following exception: Red Air, regardless of total aircraft in the scenario, is defined as non-demanding as long as LIMITED maneuvering is executed under VMC TRs, and NON-MANEUVERING is executed under IMC TRs. This restriction only applies to pilots without demanding currency and does not affect the overall war call.

8.1.2.4. Night / IMC Qualification. Previous IMC, NVG LOWAT, and NVG HAS qualifications from another F-16 assignment may be honored at the discretion of the flying squadron commander. Qualifications will be documented in the pilot's gradebook and LOX.

8.1.2.5. Guest Pilot Procedures. Current and qualified guest pilots flying Aviano aircraft will complete the "Guest Pilot Checklist" prior to flight in a 31 FW aircraft. The checklist can be found in the *31 OG Flying Syllabus*. The 31 OG/CC is the approval authority for Guest Pilots flying 31 FW aircraft.

8.1.2.5.1. TDY aircrew flying non-Aviano aircraft do not fall under this guidance. TDY aircrew will be briefed by ITAF representatives before conducting local operations.

8.1.2.6. Aviano AB Aircraft Arresting Systems. See **Table 8.1** Barriers #2 thru #5 have eight-point tie-down systems and are not tower controllable. These barriers take approximately 15 minutes to configure if requested.

Table 8.1. Normal Aviano Barrier Configuration

Runway 05:			
Barrier #1	Uni-directional	E-5	98 feet into RWY 23 departure end overrun.
Barrier #4	Bi-directional	BAK-12	2,402 feet from departure end, 8-point tie down.
Barrier #5	Bi-directional	BAK-12	943 feet from departure end, 8-point tie down.
Barrier #6	Uni-directional	E-5	43 feet into departure end overrun.
Runway 23:			
Barrier #6	Uni-directional	E-5	43 feet into RWY 05 departure end overrun.
Barrier #3	Bi-directional	BAK-12	2,463 feet from departure end, 8-point tie down.
Barrier #2	Bi-directional	BAK-12	1,027 feet from departure end, 8-point tie down.
Barrier #1	Uni-directional	E-5	98 feet into departure end overrun.

8.1.2.7. Monthly SEPT profiles will be published by OGV. Pilots will show to the simulator 15 minutes prior to simulator container time. There will be a 30-minute GK session with the CSIP covering the reading topics from the SEPT profile followed by 1+15 in the simulator.

8.1.3. **Section C. Ground Operations**

8.1.3.1. Brief/step procedures.

8.1.3.1.1. Incentive/Familiarization Flights. Pilots will brief passengers using the *F-16D Passenger Brief* found in the *31 FW Viper Aid*. Pilots will ensure passengers on orientation flights are correctly strapped in and familiar with the oxygen regulator location and operation. Pilots will ensure passengers are properly trained and can perform required tasks while fully dressed and strapped in the aircraft.

8.1.3.1.2. Each 31 FW F-16 will have current publications downloaded during local operations on EFB (Electronic Flight Bag). OGV maintains a document titled F-16 Mandatory EFB Downloads in the FCIF Publications Library, Vol III, which details the required setup procedures.

8.1.3.1.3. Survival Radio. F-16 aircrew will fly with a survival radio on all sorties.

8.1.3.1.4. Anti-Exposure Suits. Reference *AFMAN 11-301V2*.

8.1.3.1.5. RM Procedures. Flight Leads are responsible for their formation's Operational Risk Management and will tailor mission profiles to lower risk. Flight Leads will log the mission risk on the 31 OG standardized RM (Risk Management) sheet and brief the Operations Supervisor on how they are mitigating that risk. Ops Sup will ensure approval is IAW guidance on the RM sheet. At step, the Top 3 will address highlights and ask for any updates. Each flying squadron safety shop will maintain RM sheets for one week.

8.1.3.2. Engine Start. FLs will request engine start from Aviano Ground. All pilots will monitor Aviano Ground during engine start until completion of SEC and EPU checks. Flights using CRIT and SARA airspace will specify which airspace they will proceed to first, e.g., "AVIANO GROUND, VIPER 01, ENGINE START, (AIRSPACE), (CRIT/SARA FIRST)."

8.1.3.3. Taxi.

8.1.3.3.1. Taxi request. *"AVIANO GROUND, VIPER 01, FLIGHT OF 4/AS FRAGGED, TAXI FROM (location), WITH (ATIS)".* Expect ATC response using ICAO phraseology: *"TAXI TO HOLDING POINT, RUNWAY 05/23, HOLD SHORT OF RUNWAY".* Respond with *"VIPER 01, HOLD SHORT RUNWAY 05/23"* and taxi to arming.

8.1.3.3.2. Pilots will not taxi behind aircraft parked in the Buzzard arm/de-arm pad.

8.1.3.3.3. Maximum taxi speed is 10 knots in congested areas. Congested areas are defined as all areas other than the runway, and taxiways Alpha and Bravo.

8.1.3.3.4. Pilots will request taxi from Aviano Ground prior to departing hot refueling locations or staging areas. Example: *"VIPER 02, REPOSITION STRAT PAD 1 TO NORTH PITS"* or *"VIPER 04, REPOSITION HOT PITS TO ARMING".*

8.1.3.4. EOR checks (or equivalent in chocks) are required on all sorties. Normal arm/de-arm will take place in a unit designated area IAW *31 FW Viper Aid*.

8.1.3.5. If repositioning across the runway, voice the number of aircraft with the request:

"VIPER 01, REQUEST TO CROSS (SINGLETON OR 2/3/4-SHIP), A1. TO B1."

8.1.4. **Section D. Flying Operations**

8.1.4.1. Fuel Requirements. Aviano field status is determined by the ITAF Tower Facility Supervisor through ITAF weather observations. The alternate status is determined by the SOF and relayed to the OG/CC or their representative (Brickholder).

8.1.4.1.1. Format will be "*31 FW STATUS: (VFR/IFR), (ALTERNATE BASE), (VFR/IFR)*" Example: "31 FW STATUS: IFR, ISTRANA, VFR".

8.1.4.1.1.1. The status at Aviano or the alternate is based on the weather conditions at the field. Weather at or above 2,500'/5 km is required for a VFR status. Weather worse than 2,500'/5 km requires an IFR status.

8.1.4.1.2. The SOF will always designate an alternate airfield due to single runway operations at Aviano, regardless of weather conditions. This airfield will satisfy the alternate requirements IAW AFMAN 11-202V3 and SMA-USA-101. Flight leads will calculate a divert fuel to depart Aviano which ensures that aircraft will arrive at the alternate airfield initial/FAF with 1200 pounds. This fuel will serve as the normal recovery fuel at Aviano.

8.1.4.1.2.1. In addition to the alternate airfield requirements listed in AFMAN 11-202v3, the alternate airfield for an Operational Air Traffic (OAT) flight plan shall have a visibility of at least 3000m, or 2000m above the lowest compatible minimum, whichever is higher.

8.1.4.1.2.2. Primary alternate airfields listed in the *31 FW Viper Aid* have compatible, non-radar required, published approaches. Emergency airfields listed are available in an emergency and may be considered as an alternate if the primary alternates are not available.

8.1.4.1.2.2.1. Airfields listed as primary alternates are approved for use without a compatible departure end cable if the runway is dry, and aircraft are in a standard training configuration.

8.1.4.1.2.2.1.1. If a compatible departure end cable is available at an airfield within a similar distance (Istrana/Rivolto or Cervia/Ghedi), the airfield with a departure end cable will be prioritized.

8.1.4.1.2.3. The declared alternate must be free of forecast or observed heavy rain for the ETA ±1 hour.

8.1.4.2. Pilots encountering canopy pooling will write-up the aircraft Code 2. Details of the incident will be reflected in the Top 3 and SOF EOD reports.

8.1.4.3. VFR Rules. Aircraft may operate "VF/VM" (i.e., VFR/VMC) below FL195. Above 2000' AGL, maximum speed when operating VFR is .95M. When operating VFR, aircraft will adhere to the following VFR hemispheric altitudes: from MH 090°-269°, odd thousands + 500'. From MH 270-089, even thousands +500'.

8.1.4.4. Cross Country Procedures

8.1.4.4.1. Cross-country Planning. FLs must complete a Piano Di Volo-Flight Plan when departing any ITAF base or a DD Form 1801, DOD International Flight Plan, if departing from another location.

8.1.4.4.2. Instrument Charts. Ensure required FLIP is downloaded via Foreflight for the entire route of flight. Reference AFMAN 11-202V3 USAFE-AFAFRICASUP for guidance on Non-U.S.

Government Published and Commercially-Produced procedures if required.

8.1.4.4.3. 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.

8.1.4.4.4. Reference the 1F-16CM-1CL-1. and *31 FW Viper Aid* for Aircraft Servicing procedures while off station.

8.1.4.5. AGCAS. Reference supplemental guidance in the *31 FW Viper Aid*.

8.1.4.5.1. Pilots will ensure all ADTCs are loaded with current DTED covering the regions over where tactical maneuvering will be conducted. This requirement does not apply to cross-country, deployment, or off-station FCF sorties.

8.1.4.5.2. The following events require correctly functioning AGCAS:

8.1.4.5.2.1. Tactical execution in IMC

8.1.4.4.2.2. Tactical execution at night

8.1.4.4.2.3. Maneuvers more than 7 Gs (BFM, ACM)

8.1.4.4.2.4. Tactical maneuvering below 5,000’ AGL (excluding navigation above 1,000’ AGL not involving threat reactions).

8.1.4.5.3. If the ACGAS ceases to operate airborne, pilots will inform FLs and alter the mission profile accordingly.

8.1.4.6. IFF Procedures.

8.1.4.6.1. Mode 3/C. Flights will squawk assigned mode 3 in sequence. If departing VFR with no assigned code, squawk 2600 in sequence. Ensure mode 3/C functionality is unaffected by missionized setups.

8.1.4.6.2. Mode S. Outside tactical airspace, aircraft will squawk the assigned aircraft’s permanent mode S in both the operational (i.e., dynamic) and permanent address locations. The flight callsign will be abbreviated IAW the 31 FW Viper Aid, *Mode S Avionics Cheater*. Aircraft will strangle Mode S during tactical phases of flight.

8.1.4.7. Minimum Operational Equipment. Aircraft will have at a minimum a functional EGI, IFF/SIF Modes 3A and C, Pitot/Angle-of-Attack Probe Heat, Standby Attitude Indicator, Anti-G System, and Anti-collision strobe light.

8.1.4.8. Fallout/Flight Renumbering:

8.1.4.8.1. Ground. FLs will communicate re-numbering plans to the Top 3. The Top 3 will ensure SARMs update PEX and communicate changes to the SOF/Mission Director. Renumber sequentially using the lowest numbers to facilitate latecomer procedures.

8.1.4.8.2. In-Flight. Do not re-number. If required, notify the SOF, who will notify the Top 3 and Mission Director in-turn.

8.1.4.8.3. Latecomer Procedures. If unable to takeoff with the flight, aircraft may execute latecomer procedures. Latecomer aircraft must depart with the same procedure of the original

mission (i.e., route, timing/slot) already approved. All latecomer aircraft must takeoff within the standard -15-to-+45-minute window of the original clearance.

8.1.4.8.3.1. Aircraft wishing to invoke latecomer procedures will:

8.1.4.8.3.1.1. Contact ATC requesting the activation of the latecomer flight plan with the new expected time of departure.

8.1.4.8.3.1.2. Renumber the flight to ensure aircraft executing latecomer procedures are the highest numbered flight members in the formation (i.e., #4 of a 4-ship).

8.1.4.9. Takeoff.

8.1.4.9.1. Ready. Standard phraseology: *"VIPER 01, READY IN SEQUENCE (STATIC / CONTROLLED TAKEOFF TIME XX:XX if applicable)."*

8.1.4.9.2. Normal Departures. Maintain between 700' and 1,500' MSL until past departure end of runway, cancel afterburner at 300 KIAS unless executing an unrestricted climb or safety of flight dictates.

8.1.4.9.3. Unrestricted Climbs. Unless otherwise coordinated with Tower, maintain between 700' and 1,500' MSL until past departure end of runway.

8.1.4.10. Noise Abatement Procedure. 31 FW aircraft will execute the noise abatement procedure on Runway 05 when the weather is ≥ 5,000'/5 km during daytime only and executing a VFR departure or tower pattern reentry. The procedure, dictated in the MILAIP, is as follows:

8.1.4.10.1.1. Cancel afterburner by 300 KIAS or as safety dictates. Maintain between 700ft and 1500ft MSL until departure end of the runway. Fly runway heading until 0.5 NM after the end of the departure end, then turn right to heading 065°. Cross 4 DME at or above 3000ft MSL. Turn right to fly east of the San Foca tower. Complete turn within 5 DME and proceed as cleared. Wingmen will not use afterburner or cut off to rejoin until southbound past San Foca. Avoid populated areas.

8.1.4.10.1.2. Flight leads will brief the flight on whether the published IFR departure or noise abatement procedures (RWY 05) will be flown.

8.1.4.11. VFR departures must be filed on VFR flight plans. Changing to an IFR flight plan requires filing an immediate flight plan.

8.1.4.12. RWY 23: Maintain between 700' and 1,500' MSL until past departure end, then climb to 3500' MSL or higher and turn left to FALCO. Expedite climb to 3,500' MSL or above. Avoid the towns of Vigonovo and Sacile.

8.1.4.13. VFR Entry/Exit Points. Point EAGLE (AVI 141/10 or N45 53.499 E012 44.105, Elev: 49') is an intersection of an aqueduct and Autostrada 28, just northeast of Azzano Decimo. Point FALCO (AVI 201/13 or N4549.837 E1227.882, Elev: 62') is a bridge over a river.

8.1.4.14. Enroute/Fight Admin.

8.1.4.14.1. Airspace Entry. At least 15 NM prior to entry, the FL should clear the airspace on its common plain frequency *"VIPER 01, ENTERING CRIT/SARA (LOCATION)."*

8.1.4.14.2. Reduced Lighting Operations: In Italian restricted airspace (ZITA, SARA, LOLA, AND FOLIGNO), and CRIT airspace, pilots may run lights out to meet specific training requirements.

8.1.4.14.3. Fuel.

8.1.4.14.3.1. FLs shall brief JOKER/BINGO/Divert fuels for every sortie.

8.1.4.14.3.2. IMC operations will not be conducted unless briefed prior to the sortie.

8.1.4.15. Airspace**.** 31 FW working areas are listed in Area Planning Special Use Airspace (AP/2A) and MILAIP.

8.1.4.15.1. Primo are authorized to provide advisory/broadcast service, IAW the Local Technical Arrangement (LTA), for ZITA, SARA, and CRIT airspace.

8.1.4.15.2. Padova Mil Operations. Italian SCCs, including Padova Mil, are responsible for the coordination of Operational Air Traffic (OAT) flight plans to and from the training areas. Padova Mil is also responsible for the coordination and deconfliction of SARA, LOLA, and ZITA airspaces.

8.1.4.15.3. Restricted Airspace (Local Area). SARA (LIR21), ZITA (LIR49), LOLA (LIR65), LIR103, FOLIGNO (LIR48), Slunj Range (LDTS12, 13, 14), and Pocek Range (withing LJ(R)-4, 5) are restricted areas. Civilian traffic is prohibited form entering these areas unless cleared by ATC. These areas are authorized for IMC training rules IAW AFMAN 11-214. 31 FW aircraft will not "cancel" upon entering local restricted areas and are therefore on an IFG flight plan in restricted airspace.

8.1.4.15.3.1. ZITA Procedures and Restrictions.

8.1.4.15.3.1.1. ZITA Entry. On departure once all flight members are established within the confines of the airspace (>=FL130), the FL will call "VIPER 01, ESTABLISHED ZITA, REQUEST TACTICAL". Once declaring "established", pilots are responsible for their own separation.

8.1.4.15.3.1.2. ZITA Admin. Flights will utilize FL130 as a sanctuary ZITA transit altitude entering and exiting the airspace until positive deconfliction is ensured. FLs will ensure at least one aircraft monitors the ZITA UHF frequency at all times. All established ZITA traffic will maintain FL140 and above unless geographic (lateral) deconfliction has been established. Subsequent formations proceeding to ZITA will be alerted by ATC that ZITA is active via a "ZITA engaged" call.

8.1.4.15.3.1.3. Low aspect BFM is allowed over Belluno Valley, however High Aspect BFM is prohibited. Special caution must be paid to airspeed and altitude restrictions due to the proximity of civilian aircraft, populated areas, and mountainous terrain.

8.1.4.15.3.1.4. ZITA Exit. Contact Approach 5 minutes prior to desired ZITA exit time once deconflicted from ZITA traffic "*VIPER 01, POSITION, CLEAR OF ZITA TRAFFIC, REQUEST…"*. Pilots are responsible for ZITA deconfliction until "radar contact" and issued ATC instructions (ex., "proceed direct to PAYES, maintain FL110").

8.1.4.15.4. Special Use Airspace. CRIT (LI/LD35) is a special use area that encompass both Croatian (Zagreb ACC) and Italian FIRs. ATC is not obligated to prevent civilian traffic from entering these areas below 20,000. 31 FW aircraft will remain VMC below 20,000 feet unless they are operating under in contact with a tactical control agency to provide deconfliction. CRIT is authorized for IMC training rules above 20,000 feet without tactical control and all altitudes with tactical control. Therefore, inbound aircraft will announce their presence in the blind on both CRIT North and CRIT South primary frequencies prior to entering the airspace.

8.1.4.15.5. Aviano Control Zone (CTR) Airspace. The Aviano CTR is a training resource that will be used responsibly to achieve training objectives (example, HAS) when specifically briefed and not possible in any other local training airspace. This airspace can also facilitate training when the primary scheduled training areas are unusable. When using the CTR, pilots must be cognizant of their noise signature, air traffic hazards, restricted areas, and applicable NOTAMS. Do not conduct operations below 2,000' AGL without briefing and adhering to all low-level requirements. Pilots will:

8.1.4.15.5.1. Only use the CTR for tactical training if it is annotated on the PVG or via approved in an immediate flight plan.

8.1.4.15.5.2. Coordinate for CTR use with RAPCON.

8.1.4.15.5.3. Monitor RAPCON frequency & comply with all RAPCON direction.

8.1.4.15.5.4. Prioritize local airfield operations over training objectives w/in the CTR.

8.1.4.15.5.5. Plot and understand CTR restrictions and threat areas.

8.1.4.15.5.6. Not use AB below 5,000' AGL unless for an emergency or safety of flight.

8.1.4.15.5.7. Maintain high altitudes to the max extent possible to minimize the noise signature.

8.1.4.15.5.8. Do not conduct training attacks on culturally sensitive or populated areas.

8.1.4.16. Low-Level Operations.

8.1.4.16.1. Administrative. 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), Italian Low-level Operational Air Traffic Flight Manual (Manuale BOAT), MILAIP, Regole Del Volo Per Il Traffico Aereo Operativo, and SMA-USA-101.

8.1.4.16.1.1. All U.S. military pilots (assigned, TDY, or guest pilots) must receive an Italian low-level brief prior to flying in the Italian low-level structure. All assigned and guest F-16 pilots must take the Low-Level test administered by OGV prior to flying low levels in Italy. The test is correctable to 100%.

8.1.4.16.1.2. Low-level flight over the Italian mainland must be specifically authorized by the Italian Air Staff (published on PVG or approved via immediate flight plan). Pilots will not request MARCHE NORD TA once airborne if not authorized by Italian Air Staff prior to takeoff.

8.1.4.16.2. Low Level Structure.

8.1.4.16.2.1. General. The low-level structure in Italy is defined as below 2000' AGL. Italian directives refer to low level flight as BBQ. In order to operate below 2000' AGL in Italy, aircraft must adhere to the published flow directions based on odd or even days. Refer to MILAIP and Italian LFC (Low Flying Chart) for specifics on flow direction. Flow directions vary based on geographic area. For example, the flow in MARCHE NORD is NW to SE on odd days, SE to NW on even days. In order to flow opposite to the published flow direction, the aircraft must be established above 2,000' AGL (VFR above the low-level structure). Minimum altitude is 1000' AGL unless established in a scheduled Tactical Area (minimum altitude 500'AGL). Plan level routes for 450 KIAS/0.75M, except for IP-to-target legs, which may be planned at 510 KIAS/0.85M (560 KIAS for loft attacks). During low-level execution, do not exceed 510 KIAS/0.85M (ex, making up timing) unless conducting a loft attack.

8.1.4.16.2.1.1. Pilots flying low-level missions in central Europe (Germany, Belgium, Netherlands, France) will comply with the BIRDTAMS requirements in AFMAN 11-202v3 USAFE-AFAFRICASUP. Additionally, ensure national low-level procedures and restrictions are followed.

8.1.4.16.2.2. Tactical Areas. When established in a Tactical Area, the low-level structure extends from 500' AGL to 2,000' AGL. Note: Aircraft must adhere to the published flow direction (up to 90 degrees to the flow direction) when below 2,000' AGL at all times, regardless of whether or not established in a Tactical Area.

8.1.4.16.2.3. When firing areas are activated, IFR flight shall overfly such areas at least 2000' above the upper limit, unless otherwise published.

8.1.4.16.3. Low-Level Mission Planning.

8.1.4.16.3.1. Maps. Aircrews will utilize and fly with strip charts developed from current 1:500,000 LFC-Italy maps. IAW AFI11-202V3_USAFESUP, NGA CADRG products from JMPS/FV may be utilized for reference only.

8.1.4.16.3.2. CHUM. The Manuale BOAT Low Flying Manual (green book) contains all CHUM information for Italian low-level operations. ECHUM is not sufficient for low-level mission planning in Italy. Charts will be updated with CHUM information from the BOAT manual and BBQ NOTAMs.

8.1.4.16.3.3. NOTAMS. Pilots must check the "BBQ NOTAMS" (Italian low-level NOTAMs) prior to flying low level in Italy. Base Ops will post daily ITAF BBQ NOTAMs on the "wing" drive at \\avodm03\WingDrive$\31OG\31OSS\31OSS-FLYING DOCS\Reference\02 - ITAF NOTAMS. The BBQ NOTAMs will address new CHUM between BOAT publication cycles.

8.1.4.16.3.4. Route / Over-flight Restrictions.

8.1.4.16.3.4.1. Avoid populated areas as depicted on the LFC 1:500,000 chart by 1.5 NM or 1,500' AGL.

8.1.4.16.3.4.2. Pilots will avoid Carpegna Range in MARCHE NORD by 1 NM or above 8300' MSL at all times. Carpegna Range maximum ordnance altitude is 6,300' MSL.

8.1.4.16.3.4.3. Avoid the Bologna airport by a minimum of 10 NM at all altitudes.

8.1.4.16.3.4.4. Do not overfly Pordenone/Cordenons below 3,000' MSL or Sacile below 2,500' MSL unless on final.

8.1.4.16.3.4.5. Do not overfly the following:

8.1.4.16.3.4.5.1. Areas specified by NOTAM

8.1.4.16.3.4.5.2. "P" and "R" Areas (ZITA, CRIT, FOLIGNO, etc.)

8.1.4.16.3.4.5.3. 1 NM abeam and 1,500 feet above: hospitals, jails, industries, known obstacles (ski lifts, antennas, etc.).

8.1.4.16.3.4.5.4. Parachute drops, hang-glider: 2 NM

8.1.4.16.4. Route Procedures. FLs will advise controlling agency of intent to cancel IFR (if applicable) and descend to low level. Flights will descend to 1,000' AGL by default.

8.1.4.16.4.1. Weather. Comply with ICAO VFR cloud clearances and AFMAN 11-214. Pilots

may maneuver up to 90 degrees from published flow directions to avoid weather. If the flight needs to turn around and flow opposite direction to avoid weather, pilots must climb above the low-level structure (>2,000 AGL) and coordinate with ATC or obtain an IFR clearance. Route Aborts will be IAW 11-214.

8.1.4.16.4.2. Communications. Formations will check-in *"VIPER 01, 4-SHIP, AVIANO-AVIANO, VFR, REPORTING POINTS (FROM - TO), 1000FT AGL"* with controlling agencies. If no response is received (due to line of sight), continue to make every effort to establish communications. Flights may continue to operate along the flight planned route without radio contact, to include entering MARCHE NORD, but will continue to attempt contact. Approaching MARCHE NORD, flights will contact Padova Mil requesting time delay and VFR altitude above MARCHE NORD. "VIPER 01, REQUEST MARCHE NORD, 500' AGL to FL180, FOR THE NEXT 20 MINUTES". Five minutes prior to departing MARCHE NORD, advise Padova Mil of requested RTB intentions.

8.1.4.16.4.3. Afterburner is prohibited below 2,000' AGL except for takeoffs, specific training (ex., lofts), emergencies, or safety of flight.

8.1.4.16.4.4. Prohibited Attacks. Do not perform simulated low altitude attacks on historical buildings, places of worship, or tourist areas. Do not simulate low altitude attacks on any target within city boundaries.

8.1.4.16.4.5. Attack planning. Flights will not pop into the VFR structure (above 2,000' AGL) until cleared by Padova Mil. Accomplish no more than one formation attack or two single-ship attacks on the same target.

8.1.4.16.5. LOWAT SPINS. Scenarios will be pre-briefed and will adhere to the following maneuvers:

8.1.4.16.5.1. Ensure the flight is cleared VFR altitudes above MARCHE NORD to a minimum of 3,000' AGL.

8.1.4.16.5.2. A low block and a high block will be used. The low block is defined as 500' AGL to 2,000' AGL. The high block is defined as above 3,000' AGL.

8.1.4.16.5.3. Fighters in the low block (below 2K AGL) will adhere to the published flow direction.

8.1.4.16.5.4. Fighters in the high block will flow opposite direction at or above 3,000' AGL and will maintain VFR hemispheric altitudes.

8.1.4.17. Supersonic Flight (reference MILAIP)

8.1.4.17.1. On OAT flights, supersonic flight is permitted with the following restrictions:

8.1.4.17.1.1. Outside 12 NM from the coast with a diverging route of at least 20 degrees from the coast.

8.1.4.17.1.2. Outside 35 NM, regardless of route.

8.1.4.17.1.3. Flights under VFR must have at least 10 km flight visibility.

8.1.4.18.1.4. Possess functional navigation equipment

8.1.4.18.1.5. Above 500' AGL.

8.1.4.18.1.6. Avoid areas outlined in MILAIP.

8.1.4.17.2. Airspeed above .95 Mach is prohibited over the Italian National Territory and National Waters (less than 12 NM from the coast) unless ALL of the following are met:

8.1.4.17.2.1. Specifically approved for supersonic run by Italian Air Defense and can maintain radar and radio contact with Italian Air Defense controllers (example, LITSA-78)

8.1.4.17.2.2. Maintain above FL 360

8.1.4.17.2.3. Maintain outside of sensitive areas (reference MILAIP) 8.1.4.18.2.4. Maintain outside of the Alps region (reference MILAIP)

8.1.4.18.2.5. Monday – Friday between the hours of 0900-2000 excluding holidays.

8.1.4.17.3. Supersonic Flight Documentation. All supersonic flights over Italian National Territory (intentional and unintentional) must be documented. Reference Attachment 4, 5, and 6 for reporting forms and instructions.

8.1.4.18. Recovery.

8.1.4.18.1. Flights will remain inside the confines of the working area until a clearance to depart is received from ATC.

8.1.4.18.2. Coordinate non-standard recoveries as soon as possible with the controlling agency. Separate elements or flights recovering at the same time will deconflict recovery altitudes while remaining in the airspace.

8.1.4.18.3. On initial contact with Aviano Approach, communicate the number of aircraft, position from Aviano, ATIS code, and intentions, *"VIPER 01, 4-SHIP, 30 MILES SOUTH OF AVIANO, WITH ALPHA, FALCO FOR INITIAL."*

8.1.4.19. Radar Trail Recovery (RTR) Procedures.

8.1.4.19.1. Normal RTR spacing is 1.5-2.0 NM, or as briefed/directed by the FL.

8.1.4.19.2. In the event of missed approach, the FL will ensure deconfliction by either visual or contractual (altitude or sensor formation) methods. By default, the formation is split unless coordinated with ATC.

8.1.4.19.3. If radar contact is lost, pilots will initially ensure visual or contractual deconfliction while informing the FL. Once deconfliction is assured, pilots may attempt to regain radar lock and rejoin the formation or establish a separate clearance.

8.1.4.20. VFR Arrival and Tower Pattern.

8.1.4.21.1.1. The standard Aviano VFR arrival from CRIT/SARA airspace is Caorle-Gruaro-Pordenone. Pilots will be established above 3,500' AGL before crossing the coast at Caorle.

8.1.4.21.1.2. Grappa Recovery. Reference *31 FW Viper Aid.*

8.1.4.21.1.3. RWY 05 Recovery. Reference *31 FW Viper Aid.*

8.1.4.21.2. RWY 23 Recovery. Reference *31 FW Viper Aid.*

8.1.4.21. SFO Procedures and Restrictions. SFOs may only be accomplished at locations with an ATC memorandum of agreement (MOA) and published procedures. Aviano AB is the only local airfield where 31 FW pilots may practice SFOs. Pilots will maintain VFR cloud clearance

requirements for SFO patterns. Comply with the *31 FW Viper Aid*.

8.1.4.22. Local Climbout (RWY 5 only). For consecutive instrument approaches, approach 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, cross the departure end of the runway between 700' and 1,500' MSL, then climb and maintain to 3000' MSL. Maintain runway heading until 2 DME, then turn right to heading 180.

8.1.4.23. Landing

8.1.4.23.1. Reduced Same Runway Separation (RSRS) procedures are authorized at Aviano AB. Separation minimums are 3000' for like aircraft and 6000' for dissimilar. Additionally, 6000' separation is required of like aircraft in the event of "fair" braking action or a formation landing.

8.1.4.23.2. ICAO rules state ATC controllers may not issue landing clearance until the previous aircraft (if that aircraft belongs to a different flight or is not assigned to the 31 FW) has crossed the runway threshold. Expect to hear "continue" until the previous aircraft (subject to the restrictions above) crosses the threshold. This restriction also applies to members of the same flight after split-up (i.e., after the first pitchout to land/low approach). ICAO rules state all aircraft in a flight must receive separate landing clearances.

8.1.5. **Section E. Weapons Employment.**

8.1.5.1. Slunj Range (LDTS 12, 13, 14) and Pocek range (LJ(R)-1, 4, 5, 6A/B/C). Pilots will reference applicable range regulations prior to operating in these areas.

8.1.6. **Section F. Abnormal Procedures.**

8.1.6.1. General. Procedures in this Section And the *31 FW Viper Aid* do not preclude the exercise of sound judgment in the interest of personnel/equipment safety.

8.1.6.1.1. Declare an emergency anytime crash or fire equipment may be needed, or the situation necessitates traffic priority. Time and conditions permitting, contact the SOF.

8.1.6.1.2. At Aviano AB, emergency aircraft should utilize Single Frequency Approach (SFA) until termination of the emergency. Once the emergency aircraft has landed, the Aviano Fire Chief is the authority for emergency termination.

8.1.6.1.3. All landings at bases other than Aviano AB will be a two-ship minimum unless an emergency precludes subsequent landings. When declaring an emergency at ITAF bases (other than Aviano) ATC will not allow any aircraft other than the emergency aircraft to land until the emergency aircraft is recovered.

8.1.6.2. Divert Instructions. Reference the *31 FW Viper Aid* for divert fuel calculations, assumptions, and procedures.

8.1.6.2.1. During recovery delays, advise Aviano Approach and the SOF of fuel remaining, in minutes, until reaching divert fuel.

8.1.6.2.2. Diverting with Unexpended Live/Heavyweight Inert Munitions. If aircraft must divert with live/heavyweight inert munitions, pilots must fly a "safe procedure" to the divert location. Grosseto is the primary divert for live/heavyweight inert munitions. The only night/IMC divert safe recovery procedure is to Grosseto. Reference *31 FW Viper Aid*.

8.1.6.3. Ground-to-Air Lasing Incidents.

8.1.6.3.1. Lased Pilot Actions. Reference *31 FW Viper Aid.*

8.1.6.3.2. SOF Actions. Reference *31 FW SOF Quick Reaction Checklist.*

8.1.6.3.3. Top 3 Actions. Call the on-call Flight Surgeon and 31 FW Flight Safety, and Command Post. Follow Top 3 Lasing incident checklist.

8.1.6.4. Jettison Procedures.

8.1.6.4.1. Jettison Areas. Reference *31 FW Viper Aid*.

8.1.6.4.2. In the event of the jettison of fuel/stores or dropped object, pilots will pass the jettison/dropped object coordinates, time, and description to the SOF as soon as practical for inclusion in the end of day report. The SOF will inform the Tower Watch Supervisor.

8.1.6.5. Primary Bailout Area. Reference *31 FW Viper Aid*.

8.1.6.6. EPU Activation. Reference *31 FW Viper Aid*.

8.1.6.7. Hot Brakes. Reference *31 FW Viper Aid*.

8.1.6.7.1. If hot brakes are suspected or confirmed, the PIC or SOF will declare a ground emergency. Once declared, the Incident Commander will establish a 300-foot cordon around the aircraft. Under normal circumstances, the cordon will remain in effect for 45 minutes to allow for the brakes to cool.

8.1.6.7.1.1. If the pilot suspects hot brakes on landing, the pilot will proceed to the hot brake area. If unable to proceed to the hot brake area, pilots will attempt to pull at least 300 feet away from the runway to prevent closure.

8.1.6.7.1.2. If the pilot suspects hot brakes in a congested area, the pilot should consider taxiing to clear the area. Do not taxi into the loops if hot brakes are suspected or confirmed.

8.1.6.7.2. When clearing the runway or moving the aircraft is the highest priority (e.g., impending diverts, another emergency aircraft inbound), 31 MXS personnel may enter the cordon sooner than 45 minutes to ascertain the status of the brakes. Authority to enter the cordon during the wait period resides with the 31 FW/CC, who has delegated this authority to the 31 OG/CC or designated representative (brickholder).

8.1.6.7.2.1. The SOF will coordinate with the Incident Commander to keep Crash Recovery postured for entry into the cordon.

8.1.6.8. Reduced Visibility Ramp Conditions. Reference POP ATC 001.

8.1.6.9. Ice Foreign Object Damage (FOD). See **Figure 8.1**

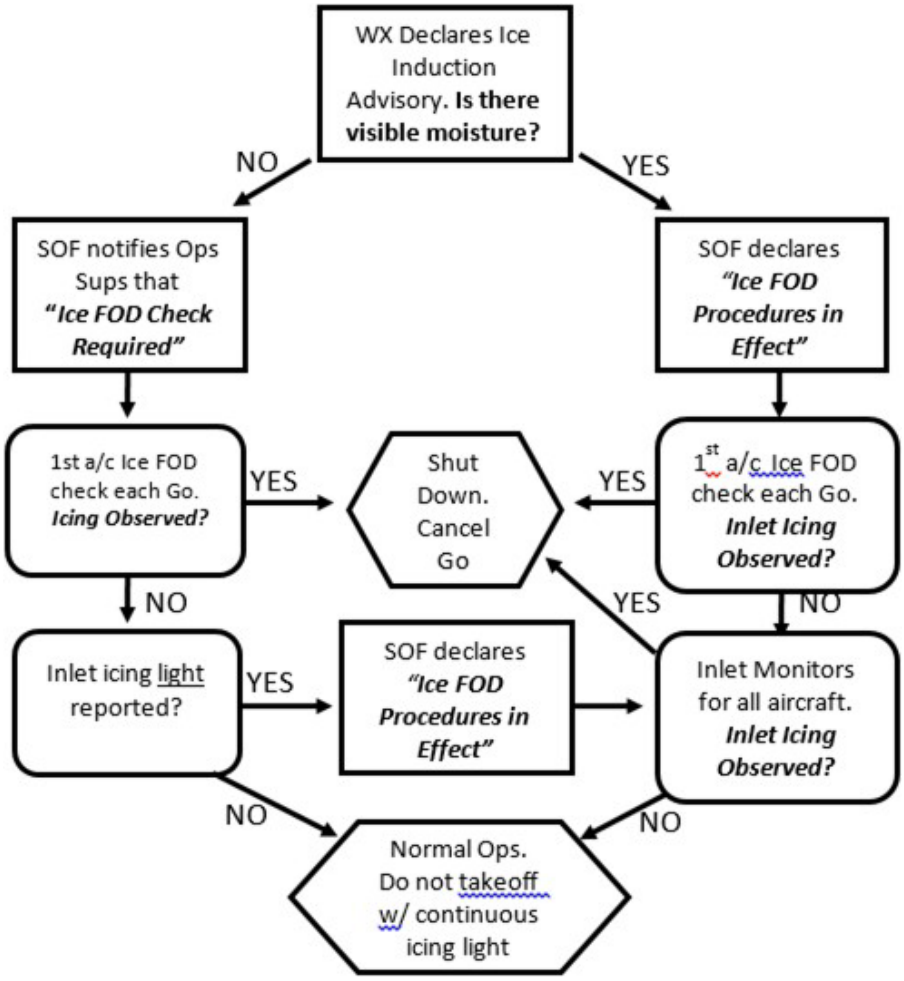
8.1.6.9.1. When Weather declares an *"ICE INDUCTION ADVISORY,"* the SOF will notify Top 3s and the first aircraft of each go will accomplish an Ice FOD check. If inlet icing is observed at any time, flying operations will terminate (except airborne flights) and the SOF will direct all F-16s on the ground to shut down.

8.1.6.9.2. Inlet Icing Light. Pilots who observe an Inlet Icing Light at EOR should notify ground crews (call a Red-Ball if required). Aircraft will not take off with a continuously illuminated Inlet Icing Light.

8.1.6.10. Bird/Wildlife Aircraft Strike Hazard (BASH) Program. SOFs will ensure bird cannon procedures, Bird Watch Conditions (BWC), and observations are IAW 31 FW 91-212 and

31 FW Viper Aid procedures.

Figure 8.1. Ice FOD Decision Tree.



8.1.6.11. Radio Failure/Lost Comm. Reference *31 FW Viper Aid*.

8.1.6.12. Search and Rescue (SAR) Procedures. Reference *31 FW Viper Aid*.

8.1.6.13. Hung Ordnance. Reference *31 FW Viper Aid*.

8.1.6.14. Weather Watch/Warning. Reference *31 FW Viper Aid*.

8.1.6.15. Fighter Index of Thermal Stress (FITS). Reference DAFI 48-151 and *31 FW Viper Aid*.

8.1.6.16. AGCAS Safety Reportable Events. Reference *31 FW Viper Aid* for additional guidance. 31 FW/SEF is the OPR for AGCAS events.

TAD D. CLARK, Brigadier General, USAF
Commander

Attachment 1.

GLOSSARY OF REFERENCES AND SUPPORTING MATERIAL

References

(AVIANO) *31 FW ATSO Guide*

(AVIANO) *31 FW Viper Aid*

(AVIANO) *31st OG Flying Standards*, 1 August 2020

(AVIANO) *31st OG Flying Syllabus*, 1 January 2021

(AVIANO) Manuale BOAT, *Low Flying Manual*

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

(AVIANO) Low Fly Chart ITAF Maps

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

(AVIANO) AFMAN 11-2F-16V3, *F-16 Operations Procedures*, 13 September 2022

(AVIANO) AFMAN 11-202V3, USAFE-AFAFRICA Supplement, *General Flight Rules*, 10 January 2022

(AVIANO) AFMAN 11-301V2, *Aircrew Life Support Program*, 13 February 2020

Prescribed Forms

None

Adopted Forms

(AVIANO) AF Form 121,

Abbreviations, Acronyms and Terms

(AVIANO) AAR—Air to Air Refueling

(AVIANO) ACC—Air Control Center

(AVIANO) AFTO—Air Force Technical Order

(AVIANO) AHC—Advanced Handling Characteristics

(AVIANO) AP—Area Planning

(AVIANO) ASAP—As Soon As Possible

(AVIANO) BBQ—Italian low-level flight

(AVIANO) BIRDTAMS—Bird Notices to Airman

(AVIANO) BOAT—Italian Low-level Operational Air Traffic Flight Manual

(AVIANO) BOC—Italian Base Operations Center

(AVIANO) DLA—Defense Logistics Agency

(AVIANO) DME—Distance Measuring Equipment

(AVIANO) ECHUM—Electronic Chart Update Manual

(AVIANO) EOD—End of Day

(AVIANO) EPU—Emergency Power Unit

(AVIANO) FCF—Functional Check Flight

(AVIANO) FTIT—Fan Turbine Inlet Temperature

(AVIANO) HAS—High Angle Strafe

(AVIANO) IAW—In Accordance With

(AVIANO) ICAO—International Civil Aviation Organization

(AVIANO) ITAF—Italian Air Force

(AVIANO) JMPS—Joint Mission Planning Software

(AVIANO) LOWAT—Low Altitude

(AVIANO) MH—Magnetic Heading

(AVIANO) MILAIP—Military Aeronautical Information Publication

(AVIANO) MXG—Maintenance Group

(AVIANO) NATO—North Atlantic Treaty Organization

(AVIANO) NM—Nautical Mile

(AVIANO) NOTAM—Notice To Airmen

(AVIANO) NLT—Not Later Than

(AVIANO) OCF—Operational Check Flight

(AVIANO) OGRF—Operations Group Read File

(AVIANO) PEX—Patriot Excalibur

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

(AVIANO) RAPCON—Radar Approach Control

(AVIANO) RCP—Rear Cockpit

(AVIANO) RTB—Return to Base

(AVIANO) SARM—Squadron Aviation Resource Manager

(AVIANO) SFA—Single Frequency Approach

(AVIANO) SPINS—Special Instructions

(AVIANO) TCAS—Traffic Alert and Collision Avoidance System

(AVIANO) TCN—Terminal Change Notice

(AVIANO) TR—Training Rule

(AVIANO) URITS—USAFE Rangeless Instrumentation Training System

(AVIANO) WX—Weather

Attachment 2

CHEMICAL, BIOLOGICAL, RADIOLOGICAL, NUCLEAR, AND HIGH YIELD EXPLOSIVE (CBRNE) OPERATIONS

A2.1. (AVIANO) Reference Aviano ATSO Guide for local procedures.

Attachment 3
CRITICAL ACTION PROCEDURES (CAPS)

A3.1. (AVIANO) Maintained locally by 31 OG/OGV.

Attachment 4

31. OG SONIC BOOM PROCEDURES

A4.1. REFERENCES: DAFMAN 13-201, AFIMAN 11-421. Area Planning AP/2 and AP/2A.

A4.2. PURPOSE: The purpose of the Sonic Boom Reporting System is to ensure proper recording and processing of sonic boom activity. For disturbance complaints or claims of damage, the investigating agent is legal.

A4.3. EXTERNAL CONTACTS: 31 OG/OGV, Base Legal Office, Command Post, Public Affairs, Wing Scheduling, Federal Aviation Agency, and Host Nation Agencies (ITAF BOC).

A4.4. FREQUENCY: Whenever a scheduled or unscheduled Sonic Boom occurs over the Italian landmass. For scheduled sonic booms see section 2, ITAF rules for Functional Check Flights.

A4.5. SECTION 1: UNSCHEDULED SONIC BOOM ACTIVITY

A4.5.1. **PILOT RESPONSIBILITIES:**

A4.5.1.1. Report sonic boom ASAP. If noticed in debrief, notify Top 3 immediately. If noticed while airborne, notify the controlling agency ASAP and Top 3 after landing. Information to provide include maximum Mach, duration, flight level, and best available coordinates.

A4.5.1.2. Pilots will save all DVRs and URITS cartridges.

A4.5.1.3. Pilots will fill out the AF Form 121, Sonic Boom Log, and the Italian Supersonic Flight Report. These forms will be reviewed by the Top 3 and given to the appropriate SARM section.

A4.5.2. **TOP 3 RESPONSIBILITIES:**

A4.5.2.1. Ensure the Italian Supersonic Flight Report (**Attachment 5**) and AF Form 121. (**Attachment 6**) are filled out completely.

A4.5.2.2. Top 3 will call the OG/CC ASAP with details of the Sonic Boom activity.

A4.5.2.3. With OG/CC or designated representative approval, e-mail the Italian Supersonic Flight Report (attach 6) to 31 OG/CC, Wing Scheduling/HARM (**aviano.harm@us.af.mil**) and the ITAF BOC (**aeropaviano.boc@aeronautica.difesa.it**).

A4.5.3. **SARM RESPONSIBILITIES:**

A4.5.3.1. Enter the AFTO FORM 781. flight information into ARMS.

A4.5.3.2. Fill out the ARMS data fields on Sonic Boom Activity Window. <*Flight Module, Sonic Boom Tab*>

A4.5.4. **HARM RESPONSIBILITIES:**

A4.5.4.1. Confirm the AFTO FORM 781. related to the supersonic activity is in ARMS. A5.5.4.2. Process the Sonic Boom transmittal list from the Reports Module. (last report)

A4.5.4.3. Ensure the Wing Scheduling office received a copy of the Italian Supersonic Flight Report.

A4.5.5. **WING SCHEDULING RESPONSIBILITIES:**

A4.5.5.1. Provide Airfield Management an info copy of all Italian Supersonic Flight Reports.
A4.5.5.2. Ensure ITAF BOC obtained a copy of the Italian Supersonic Flight Report.

A4.5.5.3. File forms IAW AP/2.

A4.5.6. **TDY/DEPLOYED SUPERSONIC FLIGHT ACTIVITY:**

A4.5.6.1. The pilot is required to notify their respective Operations Supervision if an unauthorized supersonic flight occurs while they are off station.

A4.5.6.2. A complete AF FORM 121. must be provided upon return to home station or via fax/email if the TDY duration is longer than 2 weeks.

A4.5.6.3. The Italian Supersonic Flight Report is only required for supersonic flights in Italian airspace.

45.6. SECTION 2: SCHEDULED/APPROVED FCF-SUPERSONIC ACTIVITY

A4.6.1. LI TSA 78 is the only local airspace authorized for supersonic flights over the Italian land mass. IAW AP/2, supersonic flight is authorized on specific order of competent military authority and requires prior coordination with the pertinent Italian Military Region Operations Center (ROC).

A4.6.2. Supersonic flight requests must be submitted to 31 OSS/OSOS NLT 1000z the day prior to the flight if time permits, but in all cases NLT 24 hours prior to flight.

A4.6.3. After an approved FCF-Supersonic Flight is flown, the pilot must fill out the Italian Supersonic Flight Report (**Attachment 5**) upon arrival back in the squadron. Follow SARM/HARM procedures listed in Section 1.

Attachment 5
ITALIAN SUPERSONIC FLIGHT REPORT

Figure A5.1. (AVIANO) Italian Supersonic Flight Report

Required information extracted from Area Planning (AP/2) Italy

Type Aircraft: _____
Wing/Squadron: _____
Date: _____
Call Sign: _____
Mission Number: _____
Date of Flight: _____

FCF ONLY	DEDICATED ZONE	SUPERSONIC RUN (LOWEST FLT LEV)
SUPERSONIC RUN	START	STOP
TIME (Z)		
POSITION		
ALTITUDE		

Controlling Agency: _____
Frequency: _____
IFF/SIF settings: _____
Notes: _____
_____

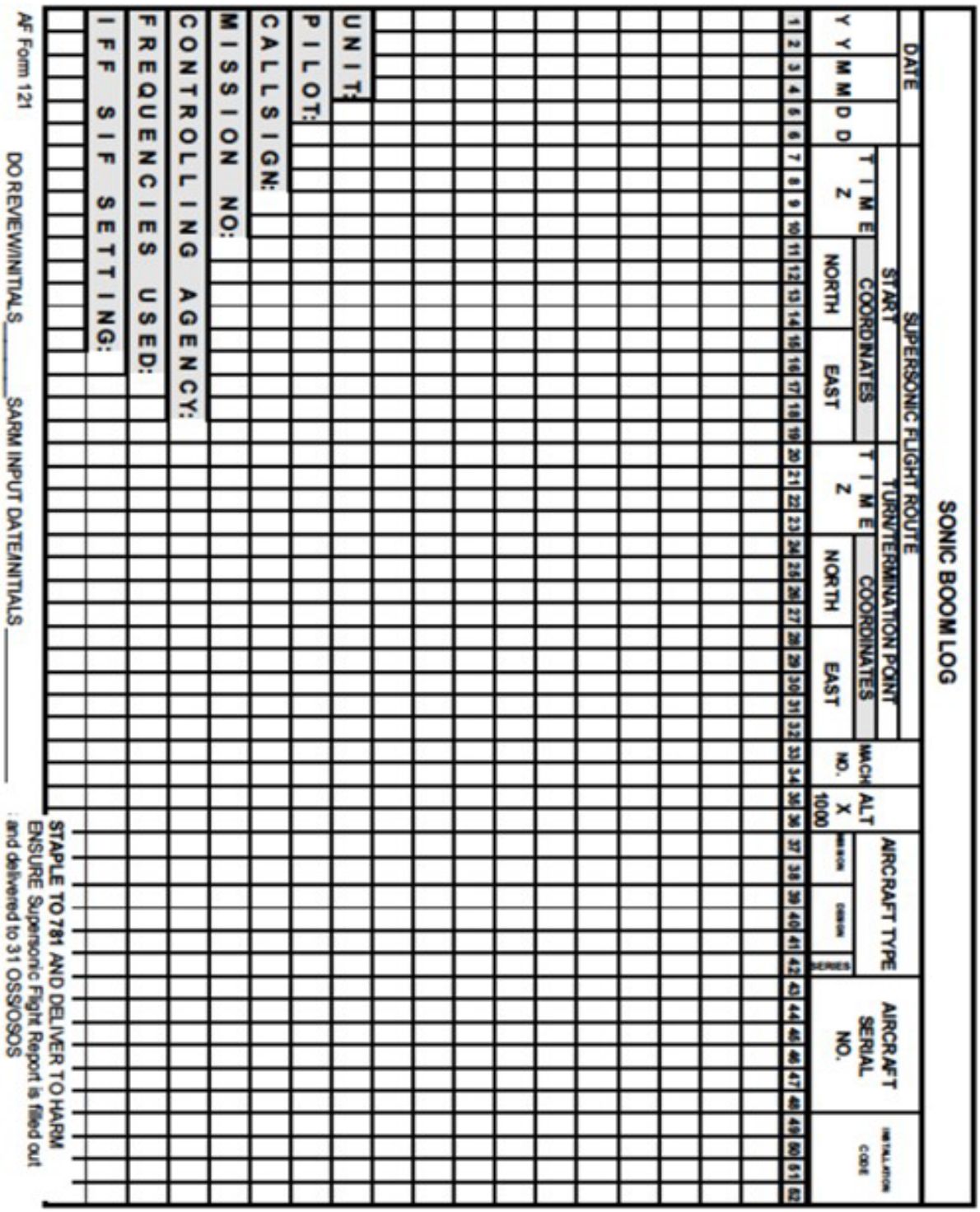
DO/TOP-3 Name: _____ Signature: _____
Note: With OG/CC or representative approval, e-mail completed form to 31 OG/CC, Wing Scheduling/HARM (aviano.harm@us.af.mil), and the ITAF BOC (aeropaviano.boc@aeronautica.difesa.it).

For official use only

Attachment 6

SONIC BOOM LOG

Figure A6.1. (AVIANO) Sonic Boom Log



Attachment 7

F-16 FCF PROCEDURES

A7.1. Prior to executing a Functional Check Flight (FCF), transient aircrew will receive a brief from the FCF Program Manager or a current FCF pilot covering: local radio and radar procedures, bailout and jettison procedures, area boundaries, area entrance and exit procedures, and emergency airfields. 31FW pilots performing FCF sorties off-station will receive a brief from local authorities covering the above items.

A7.2. FCF Pilots will fill out the supersonic log if applicable.

A7.3. Weather Requirements

A7.3.1. If engine checks will be accomplished, the ceiling and visibility must be at least 6000' and 8km respectively. If executing a FCF profile without engine checks, the weather required is 3,000'/5km and must allow a visual straight. Regardless of FCF requirements, if the planned recovery base is single runway and the weather is less than 6000'/8km, FCF pilots will designate and carry fuel for an alternate that is at least 3000'/5km.

A7.4. OCF flights shall be flown by an experienced pilot. OCF flights may be flown in conjunction with other missions and varied weather conditions as long as the pilot in command determines that the issue requiring the OCF flight does not interfere with safe operations. OCF Pilots will be briefed by 31 MXG/QA on the reason for the OCF, maintenance performed, and flight profile (if required) or other pertinent information concerning the OCF.

A7.5. High-Speed Taxi Procedures.

A7.5.1. In the event of a check-out requiring higher than normal taxi speeds, only experienced pilots will be used; the checkout will be accomplished on a runway.