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DYESS AIR FORCE BASE

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Supplement

ADDENDUM-A

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Flying Operations

B-1 OPERATIONS PROCEDURES

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This addendum implements and extends the guidance of Air Force Instruction (AFI) 11-2B-1V3, *B-1-Operations Procedures*, 20 March 2015. It describes B-1B operations procedures for the 7th Bomb Wing (7 BW), tenant, and associate units at Dyess Air Force Base (AFB). This publication applies to all aircrew assigned to the 7 BW. This instruction does not apply to the Air National Guard. Ensure that all records created as a result of processes prescribed in this

publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, 1 March 2008 and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS). Contact supporting records managers as required. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional chain of command.

1. Scope. IAW AFI 11-2B-1V3, **Chapter 8**, the purpose of this addendum is to define unit local operating procedures; it is not a single source document for procedures contained in other directives or instructions. Procedures established in this addendum may differ from other directives. Requirements delineated here may be more restrictive than those contained in other directives. In such instances, the procedures contained in this addendum will apply.

2. Introduction. No substitute exists for sound judgment during unusual circumstances, emergencies, or contingencies not covered in this addendum.

3. Deviations and Waivers .

3.1. Mission Leads (MLs) will report deviations from this addendum as soon as possible through channels to the operations officer, squadron commander, and the 7th Operations Group Commander (7 OG/CC) or 489 Bomb Group commander during UTA operations.

3.2. 7 OG/CC (or 489 BG/CC during UTA operations) may waive any procedure in this addendum which has been created in accordance with the authority to create local operating procedures granted by AFI 11-2B-1-V3, 20 March 2015, *B-1- Operations Procedures*, **Chapter 8**. Neither 7 OG/CC nor 489 BG/CC may waive section 6.5 or sections which reference other publications, unless the referenced publication grants explicit authority to do so."

4. General Policy.

4.1. **Unit Standards.**

4.1.1. The B-1 community has established BONE standards governing B-1 flying operations at Dyess AFB and Ellsworth AFB. Contact 7th Operations Support Squadron Wing Weapons (7 OSS/OSK) with questions regarding revisions to the BONE standards.

4.2. **Applicable Publications.**

4.2.1. Crewmembers noting discrepancies in technical orders (TOs) will inform 7th Operations Group Standardization and Evaluation (7 OG/OGV). 7 OG/OGV will review the discrepancy and submit an AF Form 847 IAW AFI 11- 202V2, following applicable MAJCOM supplement.

5. Ground Operations.

5.1. **Scheduling.**

5.1.1. Patriot Excalibur (PEX) will be used as the primary scheduling source for all B-1 flying units on Dyess AFB. PEX Scheduling Standards are in Attachment 9.

5.1.2. At Step, PEX will be cross-checked by the operations supervisor to ensure it reflects the correct crewmembers and planned activity. If a discrepancy exists, it will be fixed in PEX prior to the crew's takeoff.

5.1.3. Low-Level Route Scheduling. Squadron schedulers will schedule 7 BW owned low level routes (IR-178, IR-187, IR-128, and IR-126) IAW 7 OSS procedures. All other routes will be scheduled through the appropriate authority IAW Flight Information Publication (FLIP) AP-1B and local operating procedures.

5.1.4. Show-and-Gos. Show-and-go sorties are limited to any combination of low altitude route, Military Operating Airspace (MOA)/Range, and transition airfields in Table 1. Restrictions on Electronic Attack (EA) sites or air refueling tracks do not exist. On a case-by-case basis, 7 OG/CC may approve deviations to Table 1 on planned show-and-go sorties.

5.1.4.1. MLs will ensure the aircrew show time provides sufficient time to mission plan, brief, pre-flight and safely execute the mission. Aircrew will not plan to land more than 12 hours after aircrew show time.

5.1.4.2. Two low altitude routes may be flown on show-and-go sorties only if the second low altitude route is the same as the first. Alternate entries/exits qualify as the same route (i.e., IR-178M and 178Z).

5.1.5. Mission Plan-Fly-Fly (MP-F-F). Crewmembers may perform MP-F-F scenarios as long as the scheduled profiles are the same for both sorties with the following amplification.

5.1.5.1. Normally, both sorties will be day or both sorties will be night. The order of the activity should ideally remain the same for both sorties. However, variations in sortie profiles to meet scheduling constraints are permissible. The second sortie of a MP-F-F may have a limited amount of additional or reduced activity (i.e., air refueling) provided the ML fully plans and briefs the activity prior to the first flight.

5.1.6. In cases where the aircrew lineup changes after the mission brief, the ML, or an instructor qualified crew member designated by the ML, will ensure that the replacement crewmember is briefed on all planned activities and contingencies prior to the flight.

Table 1. Authorized Show-and-Go Activity.

Low Levels	MOAs/Ranges	Airfields
IR-109	Bronco	Abilene Regional AP
IR-126	Brownwood	Barksdale AFB
IR-128	Lancer	Cannon AFB
IR-178	Mount Dora	Clinton Sherman AP
IR-187	Pecos / Melrose	Dyess AFB
	Powder River	Ellsworth AFB
	Smoky Hill	Fort Worth NAS JRB
	Utah Test and Training Range (UTTR) *(Inert releases only)*	Lubbock Preston Smith International (KLBB)
		McConnell AFB
		Rick Husband (KAMA) IAP
		Roswell Industrial IAP
		Tinker AFB
		Whiteman AFB

5.2. **Mission Planning.**

5.2.1. Fuel Planning Factors.

5.2.1.1. Plan to arrive at the Initial Approach Fix (IAF) or in the fuel planning local flying area (150NM radius of Dyess AFB) with 30,000 lbs of fuel, or as required IAW AFI 11-202V3 and AFI 11-2B-1V3.

5.2.1.2. Bingo fuels. Table 2. lists estimated bingo fuels from commonly used routes/MOAs for planning purposes. The numbers assume the following: no-wind, Return To Base (RTB) from the farthest point in the airspace, a climb from 5,000 feet Mean Sea Level (MSL) to Flight Level (FL) 200, cruise at .72 Mach (15,000 pph fuel flow), arrival overhead the field with 30,000 lbs. of fuel. Aircrew will adjust the bingo fuels for specific mission requirements (weather, alternates, etc.).

Table 2. Bingo Fuels from Local Training Events to Dyess AFB.

Event	Bingo Fuel	Event	Bingo Fuel
IR-126	56K	Caliente MOA/Nellis Test and Training Range (NTTR)	64K
IR-178/187	42K	Mount Dora MOA	44K
IR-109	47K	Pecos/Melrose Range	40K
IR-128	38K	Powder River MOA	61K
Bison/Smoky Hill Range	46K	UTTR	61K
Bronco MOA	39K	White Sands Missile Range (WSMR)	44K
Brownwood/Brady MOA	34K		

5.2.2. Briefings.

5.2.2.1. 7 OSS Airspace and Range Manager (7 OSS/OSR) is the OPR for Range/Route/MOA briefings, live/inert range activity and Higher Headquarters Directed (HHD)/special missions. 7 OSS/OSR will produce and maintain current electronic copies of the 7 OSS/OSR Range/Route/MOA briefing guides and range/target guides. 7 OSS/OSR will update the electronic copies on the BONENET.

5.2.2.1.1. As restrictions or target data can change daily, aircrew will check range websites or contact the range for the latest restrictions and target data. 7 OSS/OSR maintains range links at 7 OSS Weapon and Tactics/Mission Planning webpage.

5.2.3. Charts.

5.2.3.1. All charts used for MOA/low altitude (LL) navigation will comply with AFI 11-202V3,*General Flight Rules,* AFI 11-202V3_AFGSCSUP, and AFI 11-2B-1V3, and any other applicable MAJCOM supplements.

5.2.3.1.1. Low Level Charts/Errata Sheets. 7 OSS/OSR will create and maintain 7 BW low level route errata sheets and charts. 7 OSS/OSR will use Joint Mission Planning Software (JMPS) with current Electronic Chart Updating Manual (e-CHUM) for production of LL flight charts. 7 OSS/OSR will make them available electronically on the BONENET.

5.2.3.1.2. When using JMPS to comply with the requirement to depict current vertical obstructions, aircrew will turn on one of the two following overlays; e-CHUM, which displays obstacle/ obstruction change file data or the vector vertical obstruction data.

5.2.3.1.3. High-level Charts: Crewmembers may use any scale chart for navigation as long as the chart data (contour lines, spot elevations, lat/long information, Tactical Aid to Navigation (TACAN) names, etc.) remains legible underneath the depicted track line.

5.2.4. DD Form175, *Military Flight Plan* (e175), and electronic filing.

5.2.4.1. Aircrew will file local area training flight plans with any capable MAJCOM approved electronic flight bag (EFB) software or Aeronautical Information System Replacement (AISR) at **https://www.aisr.jcs.mil/AISR/**. The 7 BW In-flight Guide (IFG) contains AISR filing procedures. If time constraints, Internet failure, or other factors prevent e-filing, the previous method of DD 175 entry (via transmittal to AM Ops) is still permissible.

5.2.4.2. Do not list PIC, crewmember names, or social security numbers (SSNs) on the e175. Aircrew or Duty Desk Officer (DDO) will amend, cancel, or re-file the original flight plan when required. If mission changes occur aircrew will contact their squadron DDO.

5.2.4.3. Each squadron will maintain a route of flight and relevant weight and balance information until termination of each sortie.

5.2.5. Checklists.

5.2.5.1. Self-developed checklists are not authorized for use in flight.

5.2.6. Operational Risk Management (ORM): During mission planning, MLs will complete ORM checklist found in Attachment 3 to this instruction. While reviewing the checklist, MLs will accomplish the following:

5.2.6.1. Discussion among the crew on currency and proficiency utilizing the Letter of Xs 30/60/90 data review, Duties Not Including Flying (DNIF) status, Probation/Regression status, and standard mission set requirements such as Terrain Following (TF), EA, Formation, Aerial Refueling (AR), weapons employment and other critical mission activities.

5.2.6.2. Face-to-face or phone call with weather regarding hazards in the planned working areas and route of flight.

5.2.6.3. Discussion of ground currencies to identify potential shortfalls and to highlight the need to accomplish items as needed.

5.2.6.4. Mission leads will ensure the ORM worksheet complete and briefed during the step.

5.2.7. Weight and Balance.

5.2.7.1. 7 OG/OGV will provide the squadron ARMS with the most current basic weight and moment data for generating a Form F. Duty desk personnel will provide aircrew with operating weight and Center of Gravity (CG) (percent Mean Aerodynamic Chord (MAC)) at the step brief based on actual aircraft configuration. Duty desk personnel will manually calculate, use the Primary Intermediate Device/Secondary Intermediate Device (PID/SID) Weight and Balance Notification Worksheet if using a standard configuration, or use MAJCOM approved Form F software. 7 OG/OGV will maintain a list of approved software.

5.3. **Off-Station Transition.**

5.3.1. Squadron schedulers will list planned off-station transition fields on the flying schedule. If the off-station transition field changes and the new field is listed in Table 1, aircrew will inform the operation supervisor (time and conditions permitting). Airfields not listed in Table 1. require 7 OG/CC approval.

5.3.2. ML will thoroughly review the approaches and airfield layout. As a courtesy, aircrew should notify the control tower with their planned times on station and number of approaches.

5.3.3. Noise abatement Procedures at Lubbock Preston Smith International Airport (KLBB).

5.3.3.1. Practice approaches are authorized between the hours of 0800 and 1800 local time.

5.3.3.2. Practice approaches to Runway (RWY) 35L terminating in other than a 500' restricted low approach are not authorized. Closed traffic to RWY 35L is not authorized.

5.3.3.3. Aircraft conducting approaches to RWY 17R shall be instructed to commence left turn prior to the departure end of RWY 17R.

5.3.3.4. Left traffic only to RWY 17R.

5.3.3.5. RWY 08/26 shall be utilized to the maximum extent possible. RWY 26 – right traffic only, RWY 08 left traffic only.

5.3.3.6. Southwest (SW) climb-outs and circling procedures to the SW are not authorized.

5.3.4. Transition at Rick Husband (Amarillo) International Airport (KAMA). While conducting visual transition at KAMA, avoid the Pantex Nuclear Facility (P-47) by ¼ mile. P-47's prohibited airspace is roughly 5nm Northeast of the airfield and has an effective altitude of 4800' MSL. During instrument transition, follow your Air Traffic Control (ATC) assigned vector.

5.4. **Bird Avoidance** .

5.4.1. Operation supervisor will ensure the bird status is briefed during step, and aircrew will use the bird avoidance tools available at **www.usahas.com** to minimize the risk of bird strikes.

5.4.1.1. If Avian Hazard Advisory System (AHAS) is unavailable, crews will utilize other resources to the maximum extent possible to determine bird status (contact with Range Control Officer (RCO), Air Traffic Control (ATC) towers in the vicinity of flying area, soliciting reports from other aircraft in area, etc). If these means are unavailable, crews will use increased vigilance and visual lookout. Crews will make every effort to get an update prior to engaging in low-level or transition activity.

5.4.2. Aircrew will comply with AFI 11-202V3, applicable MAJCOM guidance, DYESS AFB OPLAN 91-212, *Bird Aircraft Strike Hazard (BASH) Program* on Bird Watch Condition. The 7 BW IFG will include DYESSAFB OPLAN 91-212 low level and pattern restrictions.

5.4.3. If Avian Hazard Advisory System (AHAS) predicts Bird Watch Condition (BWC) SEVERE, aircrew may still plan to fly transition, but before entering the pattern the aircrew will verify the actual BWC and apply the following:

5.4.4. Civilian airfields listed in Table .1. have guidelines to report bird activity to aircrew. These locations do not have the same bird status conditions as DoD airfields. If the field is reporting any increased bird activity, aircrew will not fly transition at this airfield.

5.4.5. Off-station transition at other civilian fields not listed in Table 1**.** where AHAS predicts SEVERE, requires 7 OG/CC approval.

5.4.6. Aircrew will not enter the low-altitude structure (below 5000' AGL) in airspace where the relative risk is labeled "MODERATE" or "SEVERE" without receiving the appropriate approval.

5.4.6.1. The approval authority for "MODERATE" risk is the AC. The approval authority for "SEVERE" risk is the OG/CC.

5.4.6.2. NEXRAD/SOAR/BAM MODERATE requires the crew to use increased vigilance and visual lookout in the low-level environment.

5.4.6.3. NEXRAD/SOAR/BAM SEVERE requires OG/CC approval. Additionally, crews may fly no lower than 2000' AGL for only long enough to accomplish the required training.

5.4.7. During Phase II BASH (Apr-Jun and Sep-Nov), crews will avoid flying 1 hour before and after dawn and dusk during peak migratory periods when there is a known increase in bird activity.

5.4.7.1. Crews will avoid areas known to produce thermals and popular bird sanctuaries (i.e., sheer cliffs, lakes, and rivers). Crews will attempt to avoid those areas by 2 NM or 2000' AGL whenever possible.

5.5. **Local Weather Procedures.**

5.5.1. At a minimum, aircrew will confirm the accuracy of the web-derived weather brief with 7 OSS/OSW. Aircrew will coordinate weather requirements with 7 OSS/OSW for operations not included in the web derived weather brief.

5.5.2. Lightning Procedures. A lightning warning is in effect when 7 OSS/OSW reports lightning within 5 NM of the airfield.

5.5.2.1. Aircrew actions during lightning warnings are predicated on phase of mission.

5.5.2.1.1. Prior to engine start, aircrew will evacuate the flight line if safety permits.

5.5.2.1.2. If lightning is reported after all engines are running and generators are coupled, the aircrew will either clear the crew chief off headset or bring individual inside the aircraft, then contact the SOF. Aircrew will remain inside the aircraft until the lightning warning is canceled.

5.5.2.1.3. Taxiing aircraft will hold their position until receiving guidance from the SOF.

5.6. **Safety and personal equipment.**

5.6.1. 7 BW aircrew will wear a reflective safety belt or armband during pre- and post-flight activities while on the Dyess AFB flightline during hours of darkness.

5.7. **Foreign Object Damage (FOD) Inspections.**

5.7.1. The aircraft commander will designate a minimum of two crewmembers to perform a foreign object damage (FOD) walk prior to engine start for each sortie.

5.7.2. The FOD walk will cover the area from the engine intakes to taxiway centerline.

5.7.3. FOD checks will include the grated area underneath the parked aircraft.

5.7.4. FOD checks will also include a thorough inspection inside and forward of the engine inlets looking for loose and/or missing fasteners. Immediately report any loose or missing fasteners, or any other anomaly which could possibly result in FOD, to the maintenance flight line production supervisor.

5.8. **Emergency chocks and fire bottles.**

5.8.1. Chocks and fire bottles are located in each end-of-runway area, north of taxiway Bravo and south of taxiway Foxtrot. Aircrew should use these items if the situation dictates (i.e., after a high speed abort and the fire department has not yet responded). After the termination of the emergency, the SOF will ensure that the chocks and fire bottle are put back in their respective locations. If the fire bottle was used, the SOF will notify Airfield Management.

5.9. **Radio Setup.**

5.9.1. All 7 BW aircraft will monitor SOF frequency while on engines in the local area unless aircrew check off frequency with the SOF. Aircrew may change to their squadron common frequency during ground operations, after informing SOF of the frequency change.

5.10. **Crew Restrictions.**

5.10.1. Flights with a single Weapon Systems Officer (WSO) on board will have an instructor WSO. The instructor WSO will brief flight surgeons, third pilots, etc., on the Defensive Systems Officer (DSO) position.

5.11. **Weapons Inspections Procedures.**

5.11.1. Aircrew will visually inspect each bay for correct weapons loadout and review the aircraft forms for fuse settings.

5.11.1.1. The weapon tail kit will not be opened for inspection by an aircrew member unless a weapons loader is present. 24 hour advance coordination is required to ensure a 7 MX weapons loader will be present at crew show time.

5.12. **Step Brief.**

5.12.1. The operation supervisor will ensure a risk assessment is completed for each aircraft and its aircrew prior to being released for the mission.

5.12.2. The operation supervisor will verify crewmember qualifications and ensure a step brief is conducted prior to aircrew step. The verification items will include, at a minimum, the items in Table 3.

Table 3. Step Verification Items.

Step Verification Items	
FCIF Vol 1, Parts B and C	DNIF/Leave status
Boldface	Required Stan/Eval testing
Flight authorization orders	Pertinent Ops notes
DD/e175/1801	Airfield status
Weather information	Tail number/aircraft maintenance status
NOTAMs	Aircraft Time Compliance Technical Order (TCTO) status/history
Crewmember flight currencies/qualifications	FLIP/COMM products distribution
Form F	Bird Status
ORM Worksheet	

5.12.3. In the event of internet failure, operation supervisor or Aviation Resource Management Specialist (ARMS) personnel will obtain Notices to Airmen (NOTAMs) from Airfield Management Operations (AM Ops).

6. Flying Operations.

6.1. **On-Time Takeoff and Landing.**

6.1.1. On-time takeoff is 30 minutes early to 30 minutes late from scheduled takeoff.

6.1.2. On-Time Landing. On-time landing is 30 minutes early to 30 minutes late from scheduled landing.

6.2. **Digital Data Recorder (DDR) Policy.**

6.2.1. Crewmembers will set up the Instructor Pilot panel to record radio 1, 2, and 3 (if used for voice communications). Mission lead may direct additional channels to be recorded (ICS, emitter, TF/TKR, etc) as required for debrief, but may not cease recording on radios used for voice communication.

6.2.2. Prior to takeoff crewmembers will switch the DDR Record/Off switch to RECORD and remain in RECORD until final landing.

6.3. **Takeoff.**

6.3.1. Aircrew desiring to start engines prior to tower opening will coordinate with the 7 BW SOF and Command Post (CP) in the event fire coverage is required. Upon tower opening, an advisory call will be made stating engines are running with parking location.

6.3.2. Aircrew will not perform rolling takeoffs.

6.3.3. For gross weights at or below 300,000 pounds when available runway length exceeds critical field length by 3,000 ft or more, aircrew have the option to plan and execute reduced thrust takeoffs (military (MIL) power only). Refer to Technical Order (TO) 1B-1B-1-1, *Performance Data USAF Series B-1 Aircraft*, Change 1 and TO 1B-1B-1, *Flight Manual USAF Series B-1 Aircraft*, Change 3, Section II for takeoff execution.

6.3.4. Mil power takeoff will not be conducted if Stability Enhancement Function (SEF)/Stall Inhibit System (SIS) is inoperative or CG is other than target.

6.4. **Low-Altitude Procedures** .

6.4.1. In addition to Paragraph 7.10.4 of AFI 11-2B-1V3, either the overhead floodlight or spotlight at both the Offensive Systems Officer (OSO) and DSO stations is required for night/Instrument Meteorological Conditions (IMC) TF.

6.4.2. Aircrew will pre-brief intentional silent fly-ups and announce prior to accomplishment.

6.4.2.1. Aircrew will not perform intentional silent fly-ups at night or in IMC.

6.4.3. Speed Brakes. Do not use speed brakes for maneuvering below 1,000’ AGL. This does not preclude the use of speed brakes in wings-level attitude or when necessary for safety.

6.5. **360-degree rolls.**

6.5.1. 360-degree roll dives and recoveries will be flown with wings 45 degrees or aft (IAW 1B-1B-1, *Flight Manual, USAF Series B-1 Aircraft*,) and IAW Air Force Tactics, Techniques, Procedures (AFTTP) 3-3.B-1, *Combat Aircraft Fundamentals – B-1B.*

6.5.2. 360-degree roll dives and recoveries should be thoroughly mission planned and the terrain analyzed prior to accomplishing the maneuver in flight. IAW 11-202V3 and 11-202V3 AFGSC sup, rolling maneuvers will be accomplished above 5000’ AGL.

6.6. **Formation.**

6.6.1. Aircrew may conduct low altitude stream operations on all routes cleared for non-standard formation separations and when operating in MOA and/or tactical ranges.

6.6.2. Under night/IMC conditions, A/A TACAN must be operational and used on all aircraft during formation low level.

6.7. **Traffic Pattern Operations.**

6.7.1. Aircrew will monitor the SOF frequency, 261.0 MHz, while flying in the pattern. Aircrew flying formation initial may monitor a discrete inter-plane frequency until formation split.

6.7.2. 7 BW aircrew will not perform the following traffic pattern maneuvers in flight for training purposes without 7 OG/CC approval unless in accordance with a Formal Training Unit (FTU) syllabus:

6.7.2.1. Slat only approaches.

6.7.2.2. Partial flap (1/4, ½, ¾) approaches.

6.7.2.3. 25 wing touch & go.

6.7.2.4. Airspeed/Mach Indicator (AMI) out touch & go.

6.7.2.5. Simulated loss of airspeed penetration/approach/touch & go.

6.7.3. Transition Duty Day. Transition Duty Day is defined in 11-202V3 AFGSC Sup.

6.7.3.1. The FTU will adhere to a 12-hour transition duty day unless waived by the 7 OG/CC.

6.7.3.2. The Reserves will adhere to a 12-hour transition duty day unless waived by the 7 OG/CC or 489 BG/CC, as appropriate.

6.7.4. When performing night touch and go training, an appropriate visual glide slope indicator or Instrument Landing System (ILS) glide slope information will be used to monitor glide slope position.

6.8. **Hard Landings** .

6.8.1. Hard landings are defined as any landing in excess of 2 G. ACs have discretion to declare a hard landing regardless of G.

6.8.2. In the event of a go around from a hard landing, follow Technical Order (TO) 1B-1B-1 guidance, and perform the next landing to a full stop and let maintenance perform a thorough post-flight inspection.

6.8.3. The aircraft commander will enter a write-up in the AFTO Form 781A, *Maintenance Discrepancy and Work Document*.

6.9. **Divert.**

6.9.1. Notify the 7 BW SOF as soon as practical of a possible divert situation. Coordinate with the SOF and operation supervisor for the best divert option. Use "Dyess AFB Alternate Airfields" list, last pages of section 5, 7 BW IFG, to assist in making a decision; however, any suitable divert field is acceptable. For night diverts, ensure the divert field of choice is open to receive the aircraft.

6.9.2. Aircrew will notify home station of arrival IAW Paragraph 6.10.5.

6.9.3. Departure from the divert base requires 7 OG/CC approval. During normal duty hours, aircrew will obtain the approved return mission profile information from unit schedulers. Obtain the information from the 7 BW/CP during non-duty hours.

6.9.4. Classified Material Storage. If aircrew have questions with regard to classified material storage, they will contact their squadron security manager or 7 BW/CP.

6.10. **Cross Country/Static Displays/Flyover Guidance.**

6.10.1. If a B-1 qualified ground crew is not present, crewmembers must be current and qualified in aircraft servicing procedures.

6.10.2. Mission leads will thoroughly mission plan the sortie using the Strange Field Familiarization outline in AFI 11-2B-1V3, Attachment 4.

6.10.2.1. If any of these requirements in AFI 11-2B-1V3, Attachment 4 cannot be met, then the squadron commander or director of operations must approve the off-station mission.

6.10.3. Prior to departing station for a static display the crew will:

6.10.3.1. Review event approval letter supplied by squadron scheduling.

6.10.3.2. Review AFI 11-209_AFGSCSUP, *Participation in Aerial Events, Air Force Global Strike Command Supplement* **Chapters 1**, 2, 3, 4, 5 and Attachments 2 & 3.

6.10.3.3. Review AFI 11-209_AFGSCSUP, *Participation in Aerial Events, Air Force Global Strike Command Supplement* Attachment 3.

6.10.3.4. Ensure a properly inventoried maintenance divert kit and a B-1 tow bar adapter are loaded on the aircraft.

6.10.3.5. Determine with squadron commander if aircraft will be open for public access.

6.10.3.6. If conducting a Flyover while off station complete the Off Station Flyover Guidelines in Paragraph 6.10.4.

6.10.3.7. Accomplish a squadron commander briefing to include arrival, departure, approved activity, and AFI 11-2B-1V3 Strange Field Familiarization Checklist.

6.10.4. Prior to departing station for a Flyover the crew will:

6.10.4.1. Review event approval letter supplied by squadron scheduling.

6.10.4.2. Review AFI 11-209_AFGSCSUP and attachments 2, 4, & 6.

6.10.4.2.1. Attachments 4 & 6 of AFI 11-209_ AFGSCSUP depict flyover profiles and associated restrictions.

6.10.4.2.2. Waivers to these profiles and rules must be approved by the MAJCOM A3.

6.10.4.3. Mission Plan the flyover profile to include the following: route study, airspace restrictions, show center, terrain, obstacles, turn off target, climb to level, and expected flight path at planned airspeed and G.

6.10.4.4. Contact Event point of contact (POC) to confirm timeline, approved airspace Temporary Flight Restriction (TFR), and approved profile(s). Any discrepancies or limiting factors must be brought to the Squadron commander’s attention as soon as possible (ASAP).

6.10.4.5. Accomplish a squadron commander briefing to include arrival, departure, and approved activity.

6.10.5. Upon destination arrival, aircrew will call the appropriate squadron operation supervisor or SOF with the following information:

6.10.5.1. Actual arrival time, flying time, and aircraft status.

6.10.5.2. Location of billeting and a phone number to contact the aircrew.

6.10.5.3. Aircrew location (if other than temporary duty (TDY) location).

6.10.5.4. Planned departure and arrival times.

6.10.5.5. If the aircrew is unable to contact the operation supervisor or SOF, the aircraft commander is ultimately responsible for ensuring 7 BW/CP receives the above data as soon as possible after landing.

6.10.6. For airshow static displays, the aircraft commander will:

6.10.6.1. Obtain an airfield diagram depicting taxi route from runway to the display location.

6.10.6.2. Ensure the B-1 while parked as a static display has a minimum of 25 feet wing-tip clearance in the display area.

6.10.6.3. If these requirements cannot be met, then the display is not authorized.

6.10.7. Aircrew will report any events of significance to the squadron CC/DO. Examples of a significant event are an interview with media or the meeting of a dignitary.

6.10.8. Local B-1 Static Display Guidelines. For on-station tours and displays, aircrew will meet the following requirements:

6.10.8.1. For Public Affairs (PA) coordinated/requested tours and displays, aircrew will contact the PA officer at 325-696-2863 for location and special instructions (i.e., distinguished visitor (DVs), special needs). Aircrew will render proper military courtesies for military DVs.

6.10.8.2. For local tours and displays not coordinated/requested by PA (i.e., family tours), aircrew will contact the Maintenance Operations Center (MOC) at 325-696-1959. Pass the following information to the MOC: location of tour, name of escort, and number of people in the tour.

6.10.8.3. Aircrew must contact the following agencies when scheduling flightline tours/displays/fini-flights and before entering the flightline.

6.10.8.3.1. Airfield Management/Base Operations at 325-696-2515.

6.10.8.3.2. Law Enforcement Desk at 325-696-2131.

6.10.8.3.3. Aircrew require written approval from PA for visitors to use cameras and video.

6.10.8.3.4. Aircrew must ensure no classified material or sensitive equipment is photographed or videotaped.

6.10.8.3.5. If any pictures will be released to the public, then PA must review them.

6.10.8.3.6. Aircrew providing a flightline tour must not display their line badge during photographs.

6.10.8.3.7. If using a vehicle, aircrew must have a valid flightline driver license. Only vehicles approved by airfield management are allowed on the flightline.

6.10.8.3.8. The aircraft ejection seats must be "safed" prior to permitting visitors into the cockpit. For non-aircrew tours, maintenance will de-arm the aircraft ejections seats in accordance with applicable TOs. If maintenance or egress is unavailable to safe seats, the aircraft commander will ensure positive control of all egress systems by having a current and qualified B-1 crew member in the cockpit during any tour.

6.11. **Operational Check Flights (OCF)/Terrain Following (TF) Confidence Flights.**

6.11.1. OCFs. OCFs are conducted after maintenance to ensure aircraft mission specific equipment is operational and the aircraft is mission ready. They are not used in place of Functional Check Flights (FCFs).

6.11.1.1. BW criteria which require an OCF are:

6.11.1.1.1. Aircraft coming out of cannibalization (CANN) status.

6.11.1.1.2. Aircraft coming out of Hangar Queen CAT III.

6.11.1.1.3. Other maintenance which cannot be duplicated on the ground.

6.11.1.2. 7 BW criteria which may require an OCF are:

6.11.1.2.1. Three time repeat (three consecutive flights) write-ups.

6.11.1.2.2. Recurring write-ups (within four flights).

6.11.1.2.3. Aircraft coming out of Hangar Queen CAT II.

6.11.1.3. OCFs must be flown by four B-1 aircrew members including one Instructor Pilot (IP) and Instructor Weapon Systems Officer (IWSO). B Course students will not fly on OCFs, but Requalification, Mission Qualification Training (MQT), and otherwise previously qualified crew members are allowed.

6.11.1.4. Crews will conduct specific required in-flight ops checks prior to other mission requirements.

6.12. **Incentive Sorties.** Aircrew will abide by guidance in AFI 11-401, *Aviation Management*, AFI 11-202V3, and AFI 11-2B1V3 and applicable MAJCOM supplements.

6.12.1. An instructor will occupy the seat adjacent to the incentive rider. Incentive, orientation, or familiarization sorties will be briefed IAW 7 BW IFG Briefing Guide.

6.13. **Customs Procedures for B-1 Aircraft.**

6.13.1. Inbound Aircraft. Aircrew and aircraft will clear customs at the first port of entry encountered upon returning to U.S. territory. If Dyess AFB is the initial port of entry, contact command post at least two hours before landing to notify 7 SFS/customs officials to meet the aircraft upon arrival.

6.13.2. Crews will not leave the aircraft or remove baggage or personal effects until cleared to by a customs official.

6.13.3. The aircraft commander is responsible for providing the customs official with the following: Customs Form 7507, *General Declaration for Customs (Outward/Inward)*; Customs Form 6059B, *Customs Declarations (Individual)* for each crew member; flight orders that include all crew member names, and a permit to proceed (if provided at another base).

6.13.4. Galley waste, except for hazardous containers such as aerosol cans, will be double bagged and turned over to customs officials for incineration. The customs officials will ask the aircraft commander to certify in writing that aerosol containers or other hazardous containers have been separated from galley waste. The aircraft will then be inspected for agricultural violations and contraband.

6.13.5. Outbound Aircraft. Aircrew will ensure there are no local requirements for customs clearance for aircraft departing the Continental United States (CONUS). For information regarding customs clearance at overseas destinations, refer to AFI 24-40X, *Foreign Clearance Guide* series for the appropriate destination. The DoD Foreign Clearance Guide contains information that may assist in preparing briefings for specific overseas missions. Contact the customs program manager for further information as required.

7. Weapons Employment.

7.1. Planning.

7.1.1. For all low altitude live or inert releases, 7 BW aircrew will compute fragmentation deconfliction criteria to include a peacetime pad of 20 percent. For simulated weapons releases, a peacetime pad is not required. For live or inert releases on live ranges, aircrew will use fragmentation deconfliction numbers with a 20 percent pad for the largest authorized weapon on the target complex. When in doubt, aircrew will use MK-84 fragmentation numbers with a 20 percent pad.

7.1.2. 7 OSS/OSK will publish the 7 BW Standard Conventional Load (7 BW SCL). 7 OSS/OSK will include standard fuse settings on the SCL. These settings will ensure weapon safe separation for low, medium and high altitude releases. To ensure the weapons have enough time to arm after release and to prevent weapon skipping or broaching effects, aircrew will adhere to minimum release altitudes in **Table 4.**

Table 4. Modifiable Ballistic Weapons (MBW) Weapon Parameters.

Weapon	Min. Release Alt. (AGL)	Min Req. Impact Angle	Achieved Impact Angle
MK-82LD	5,000	32	35
BDU-50LD	3500	29	29
MK-84LD	8000	32	39
BDU-56LD	4500	32	32
(**NOTE*:*** The data is based on 540 Knots True Air Speed (KTAS) releases on hard soil.)			

7.2. **In-flight.**

7.2.1. After releasing actual weapons from a Conventional Rotary Launcher (CRL), WSOs will rotate the launcher so that station #1 is in the down position prior to engine shutdown.

7.2.2. When releasing Joint Direct Attack Munition (JDAM) for training, in addition to range restrictions and clearances, aircrew will abide by the following procedures prior to weapons release to ensure the correct target coordinates have been passed to the weapon and to mitigate delivery errors.

7.2.2.1. The DSO (DSO or Pilot Not Flying (PNF) for Integrated Battle Station (IBS) upgraded aircraft) will crosscheck the coordinates that the OSO has input into the Avionics Flight Software (AFS).

7.2.3. When releasing JDAM for training, aircrew will monitor the status of the tail kit and abide by the following restrictions when the status is less than All Up Ready Round (AURR):

7.2.3.1. Safe to Release (SR)/GO Navigation Solution Quality (NSQ) state Good, there are no restrictions.

7.2.3.2. SR/GO NSQ state Marginal and Unsatisfactory will not be released unless allowed by the range guide or RCO.

7.2.3.3. If performing Close Air Support (CAS) with a Joint Terminal Attack Controller (JTAC) on a CONUS training range, aircrew will not release JDAM with less than SR/GO NSQ state Good.

7.2.4. MBW releases.

7.2.4.1. Aircrew will thoroughly mission plan MBW weapons releases to ensure compliance with range restrictions and all applicable guidance, paying particular attention to Bomb Release Line (BRL) data. Pilots will monitor Next Action Point (NAP) data on their Vertical Situation Display (VSD) (Pilot Flight Display (PFD)/Tactical Display (TAC) for IBS upgraded jets) and will cross check this with expected/planned BRL. Aircrew will safe switches two seconds after crossing the BRL during any MBW release.

7.2.4.2. When releasing MK82 Air Inflatable Retarder System (AIRS), aircrew will input the following range corrections -150 ft for High Drag and +450 ft for Low Drag configurations. These corrections will be used until incorporated into B-1 avionics. Aircrew will crosscheck planned and AFS computed time-of-fall/BRL and safe the system at the first indication of an anomaly. If the aircrew detects a system anomaly that cannot be resolved, do not attempt further weapons releases.

7.2.4.3. Aircrew will visually inspect all weapons utilizing the BDU-50 bomb body to determine if the BDU-50 C/B variant is present. BDU-50 C/B can be identified by raised lettering spelling the word "EMPTY" on the side of the weapon. BDU-50 C/B releases are limited to 17,000' above target elevation. Also, ensure a 2,000' radius in all directions from the target is fully within the range impact area when employing the BDU-50 C/B.

7.3. **Weapon Activity Debriefing/Critique Procedures.**

7.3.1. The OSO will complete appropriate sections of the Bomb Recap Card found in JMPS, or other 7 OSS/OSK product, for all actual weapon activity. Complete an aircrew narrative for all known or suspected substandard, downgraded, or discontinued activity via the squadron lessons learned sheet. For student flights, the OSO will complete the form, and the instructor will sign it confirming the student's narrative or give an explanation why the substandard, downgraded, or discontinued activity occurred.

7.3.2. Each squadron's weapons and tactics office will summarize monthly releases and report impact scores to the wing weapons officer, 7 OSS/OSK, by the first duty day of the following month.

7.3.3. The ML will explain all substandard activity in the appropriate forms within two working days following the flight and forward to 7 OSS/OSK.

7.4. **Aerial Demonstrations With Weapons.**

7.4.1. B-1 aircraft will not participate in fly-bys with live munitions on board unless delivery of munitions has been approved as part of the event. Executing fly-bys with inert munitions requires 7 OG/CC approval.

7.5. **Visual Attacks** .

7.5.1. Aircrew will not perform visual attacks with live or inert munitions on board.

7.6. **Hung Stores.**

7.6.1. Refer to Attachment 4.

7.7. **Sortie Effectiveness.**

7.7.1. A sortie is considered "Ops effective" if both of the following requirements are met:

7.7.1.1. Two-thirds of the required training activity was accomplished.

7.7.1.2. The sortie will not need to be re-accomplished due to lost training activity.

7.7.1.3. The Mission Lead will be the determining authority as to whether a sortie will need to be re-accomplished due to lost training activity.

7.7.2. Aircrew are responsible to have a backup plan in order to accomplish quality training.

8. Night Vision Goggles (NVG) Procedures.

8.1. **Aircrew will use NVGs on night training missions to the maximum extent possible.**

8.2. **Restrictions.**

8.2.1. Do not use NVGs in any situation which will cause pilot disorientation or visual illusions. Examples include: continuous IMC conditions, aircraft emergencies, or in the event of any pilot distraction. Discontinue NVG use if in doubt of their safety value.

9. Abnormal Procedures.

9.1. **Notification.**

9.1.1. Aircrew will advise the SOF of their situation and of any requests for assistance as time and conditions permit. If able, aircrew will declare an In-Flight Emergency (IFE) no later than 20 minutes prior to landing to provide sufficient time for the SOF to coordinate with the appropriate agencies.

9.2. **Aircraft Commander Authority.**

9.2.1. The aircraft commander has the final authority regarding the safe recovery of an emergency aircraft. Though an IFE is a coordinated team effort involving the aircrew, the SOF, 7 OG/CC, and staff agencies, the team effort does not limit the aircraft commander's authority to make decisions to assure a safe recovery.

9.3. **Jettison.**

9.3.1. Aircrew must determine if an emergency warrants jettison of fuel or stores. Time permitting, obtain proper ATC clearance. aircrew, 7 BW/CP, or SOF will notify 7 OG/CC as soon as possible of jettison. DYESSAFBI 11-250, *Airfield Operations and Base Flying Procedures,* defines the primary fuel and munitions jettison areas and procedures. The 7 BW IFG will include these procedures.

9.4. **Controlled Ejection Location.**

9.4.1. When time permits, accomplish ejection over the north end of the runway if possible.

9.5. **Impoundment Request.**

9.5.1. If an aircrew believes an aircraft needs to be impounded, advise the squadron Operations Supervision and inform the crew chief so the post flight procedures will not be attempted. Squadron operation supervisor will coordinate with MOC/Lancer 7. Aircrew will request maintenance impoundment of an aircraft after:

9.5.1.1. Foreign object damage or un-located dropped objects in the cockpit.

9.5.1.2. Un-commanded inputs to primary flight control systems.

9.5.1.3. Any evidence of fire.

9.5.1.4. Evidence of deliberate damage or sabotage.

9.5.1.5. Uncontrolled multi-engine roll-back.

9.5.1.6. Multi-engine flameout or shutdown in flight.

9.5.1.7. Any unscheduled fuel feed or transfer malfunction.

9.5.1.8. Any aircraft malfunction causing physiological problems.

9.5.1.9. Any unexplained 83 percent SCP violation during TF.

9.5.1.10. Any other malfunction/mishap serious in nature as determined by impoundment authorities or the aircraft commander.

BRANDON D. PARKER, Col, USAF
Commander

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 11-2B-1V3, *B-1 Operations Procedures*, 20 March 2015

AFI11- 202V2 Incorporating Change 1, *Aircrew Standardization/Evaluation Program,* 18 October 2012

AFI 11-202V3, *General Flight Rules*, 10 August 2016

AFI 11-202V3_AFGSCSUP, *General Flight Rules,* 31 January 2013

AFI 11-209_AFGSCSUP, *Participation in Aerial Events,* 16 February 2012 and accompanying memorandum dated 4 November 2016

AFI 11-401AFGSCSUP Incorporating Change 1, *Aviation Management,* 18 Mar 2016

AFI 24-40x (401-404), *Foreign Clearance Guide,* Various

AFMAN 11-217V1, *Instrument Flight Procedures,* 22 October 2010

AFPAM 91-212, *Bird/Wildlife Aircraft Strike Hazard (BASH) Management Techniques,* 1 February 2004

AFTTP 3-3.B-1, *Combat Aircraft Fundamentals – B-1*, 26 October 2016, admin change 26 January 2017

DYESSAFB OPLAN 91-212, *Bird Aircraft Strike Hazard (BASH) Program,* 7 December 2016

DYESSAFBI 11-250, Incorporating Change 1, *Airfield Operations and Base Flying Procedures,* 17 April 2017

T.O. 1B-1B-1, *Flight Manual USAF Series B-1 Aircraft*, CH 3, 1 October 2015

T.O. 1B-1B-1-1, *Performance Data USAF Series B-1 Aircraft,* CH1, 15 October 2008

Air Force Manual (AFMAN) 33-363, *Management of Records*,1 March 2008

Prescribed Forms

AF Form 847, *Recommendation for Change of Publication*

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

DD Form175, *Military Flight Plan*

Customs Form 7507, *General Declaration for Customs (Outward/Inward*

Customs Form 6059B, *Customs Declarations (Individual)*

Abbreviations and Acronyms

AFCS—Automatic Flight Control System

AFB—Air Force Base

AFMAN—Air Force Manual

AFS—Avionics Flight Software

AFTTP—Air Force Tactics, Techniques, and Procedures

AGL—Above Ground Level

AHAS—Avian Hazard Advisory System

AIRS—Air Inflatable Retarder System

AISR—Aeronautical Information System Replacement

AMI—Airspeed/Mach Indicator

AM Ops—Airfield Management Operations

APU—Auxiliary Power Unit

AR—Air Refueling

ARMS—Aviation Resource Management System

ASAP—As soon as possible

ATC—Air Traffic Control

AURR—All Up Round Ready

BAM—Bird Avoidance Model

BRL—Bomb Release Line

BONE—B-1

BONENET—B-1 Network

BWC—Bird Watch Condition

BW—Bomb Wing

CANN—Cannibalization

CAS—Close Air Support

CG—Center of Gravity

CITS—Central Integrated Test System

CND—Cannot duplicate

CONUS—Continental United States

CP—Command Post

CRL—Conventional Rotary Launcher

DAS—Defensive Avionics System

DDO—Duty Desk Officer

DDR—Digital Data Recorder

DACT—Dissimilar Air Combat Training

DH—Decision Height

DNIF—Duties Not Including Flying

DSO—Defensive Systems Officer

DV—Distinguished Visitor

e-CHUM – Electronic Chart Update Manual

EA— Electronic Attack

EFB—Electronic Flight Bag

ERCC—Engine Running Crew Change

EOD—Explosive Ordnance Disposal

EP—Emergency Procedures

EXCM—Expendable Counter Measures

FCF—Functional Check Flight

FLIP—Flight Information Publication

FL—Flight Level

FOD—Foreign Object Damage

FTU—Formal Training Unit

GPS—Global Positioning System

HHD—Higher Headquarters Directed

HP—Hot Pit

IAF—Initial Approach Fix

IAW—In accordance with

IBS—Integrated Battle Station

IFE—In Flight Emergency

IFG—In-flight Guide

ILS—Instrument Landing System

IMC—Instrument Meteorological Conditions

IP—Instructor Pilot

IWSO—Instructor Weapon Systems Officer

JDAM—Joint Direct Attack Munition

JMPS—Joint Mission Planning Software

JTAC—Joint Terminal Attack Controller

KAMA—Rick Husband Amarillo International Airport

KLBB—Lubbock Preston Smith International Airport

LL—Lessons Learned or Low Level

LM—Load Management

MAC—Mean Aerodynamic Chord

MAP—Missed Approach Point

MBW—Modifiable Ballistic Weapon

MDA—Minimum Decision Altitude

MIL—Military

ML—Mission Lead

MOC—Maintenance Operations Center

MOA—Military Operating Area

MP-F-F – Mission Plan-Fly-Fly

MQT—Mission Qualification Training

MSA—Minimum Safe Altitude

MSL—Mean Sea Level

NAP—Next Action Point

NEXRAD—Next Generation Radar

NOTAM—Notices to Airmen

NSQ—Navigation Solution Quality

NTTR—Nellis Test and Training Range

NVG—Night Vision Goggles

OAS—Offensive Avionics System

OCF—Operational Check Flight

OPR—Office of Primary Responsibility

ORM—Operational Risk Management

ORS—Offensive Radar System

OSO—Offensive Systems Officer

PA—Public Affairs

PEX—Patriot Excalibur

PF—Pilot Flying

PFD—Pilot Flight Display

PIC—Pilot in Command

PID—Primary Intermediate Device

PNF—Pilot Not Flying

POC—Point of Contact

PWR— Power

RCO—Change Control Officer

RDS—Records Disposition Schedule

RDT—Radar Data Terminal

RRT—Radar Receiver/Transmitter

RTB—Return to Base

RWY— Runway

SCL—Standard Conventional Loadout

SCP—Set Clearance Plane

SEF—Stability Enhancement Function

SID—Secondary Intermediate Device

SIS—Stall Inhibit System

SMS—Store Management System

SSN—Security Social Number

SOF—Supervisor of Flying

SR—Safe to Release

SW— Southwest

TAC—Tactical Display

TACAN—Tactical Aid to Navigation

TCTO—Time Compliance Technical Orders

TDY—Temporary Duty

TF—Terrain Following

TFACU—Terrain Following Avionics Control Unit

TFR—Temporary Flight Restriction

TO—Technical Order

UTTR—Utah Test and Training Range

VDP—Visual Descent Point

VIS—Visibility

VMC—Visual Meteorological Conditions

VSD—Visual Situation Display

WSMR—White Sands Missile Range

WSO—Weapon Systems Officer

Attachment 2

AIRCREW DUTIES

Figure A2.1. Aircrew Duties.

Use BONE Standards in all phases of flight where applicable unless briefed otherwise. This section defines additional crewmember duties in relation to the accomplishment of the overall mission.
A2.1. GENERAL CREW COORDINATION. Crewmembers will verbally coordinate actions prior to the following:
A2.1.1. During ground operations, movement of any controls which could cause damage to personnel or equipment.
A2.1.2. Transfer of aircraft control.
A2.1.3. Changes to the FCGMS/fuel management panel.
A2.1.4. Changes to Load Management (LM).
A2.1.5. Leaving or returning to an ejection seat, changes to the ejection mode or arm/safe handle.
A2.1.6. Changes to Automatic Flight Control System (AFCS) mode, flight director mode or Offensive Avionics System (OAS) which could affect aircraft control or command steering.
A2.2. ALTITUDE CALLS. All crewmembers will monitor assigned altitudes in-flight. The following interphone calls are mandatory:
A2.2.1. The OSO/DSO will announce when 1,000 feet below or above assigned altitude when climbing or descending. Acknowledgment by the Pilot Flying (PF) the aircraft is required.
A2.2.2. The OSO/DSO will announce approaching the Decision Height (DH)/Minimum Decision Altitude (MDA) at approximately 100 feet above the DH/MDA and will include the appropriate DH/MDA altitude. Acknowledgment by the PF the aircraft is required.
A2.2.3. The PNF announces DH, MDA, Visual Descent Point (VDP) and Missed Approach Point (MAP), if required, at which time the PF announces his intentions.
A2.3. TRAFFIC PATTERN OPERATIONS.
A2.3.1. LOW Visibility (VIS) APPROACH**.**
A2.3.1.1. At approximately 100 feet above the DH/MDA, the OSO will make an "*Approaching altitude (MDA/DH)***"** call.
A2.3.1.2. At DH/VDP, the PNF will call **"***Continue***"** if sufficient visual references with the runway environment have been established and the aircraft is in a position to execute a safe landing (see AFMAN 11-217, paragraph 12.1.2.2. for details of runway environment).
A2.3.1.3. The PNF provides correction to centerline and a verbal description of landing cues.
A2.3.1.4. The PNF calls **"***Runway in sight***"** when enough visual cues are available for the PF

to complete the approach and landing visually.
A2.3.1.5. The PF calls "*Visual*" when transitioned to visual references for landing.
A2.3.1.6. The PNF will call "*Go around*" at 100ft AGL if unable to continue visually.
A2.3.1.7. The PNF will call "*Go around*" at DH/VDP if the conditions of "*Continue*" are not met. Any crewmember who sees the aircraft at or below decision height will call "*Go Around*" if "*Continue*" or "*Visual*" has not been announced. **(NOTE:** Low VIS approach procedures are written for a Pilot Fly/Pilot Land technique (Technique Two of AFMAN 11-217V1, paragraph 13.2.4.5.3.). If the aircraft commander elects to use the transfer of aircraft control technique, he/she will brief the crew accordingly).
A2.3.2. LANDING.
A2.3.2.1. At the DH/MAP/VDP (500ft AGL for visual pattern), the PF will announce his/her intentions.
A2.3.2.2. If Central Integrated Test System (CITS) is available, OSO or DSO will confirm gear down on every approach by checking the Gear Down Lock PMC in the 7 BW IFG. On the full-stop, they will monitor the brake temperature with CITS. **(NOTE:** No verbal call is required if gear positions agree with pilot calls).

Attachment 3

7TH OPERATIONS GROUP ORM WORKSHEET

Figure A3.1. 7th Operations Group ORM Worksheet.

On MP day, total each line in the "Planned" column. On FLY day, evaluate any changes and total in the "Actual" column.
If ORM > 15 or specific risks are identified in mission planning or at the step brief, address and mitigate those risks. If benefits do not outweigh the risks, plan a different mission.
TOP 3 (After Step) -- update as required (spare, working MX/WX issues, mission changes, etc.)

ORM WORKSHEET	LOW=0	MED=1	HIGH=2	MP	FLY	TOP 3
			> 3 Items = TOP 3	Planned	Step	After Step
Currency/Qualification	Current/Qualified	1 Non-Cur / Non-CMR	2 Non-Cur / 2 Non-CMR			
Last Low Altitude Flown	Less than 30 days	30 - 60 days	**> 60 days (Note 1)**			
Experience (Pilots)	Both Experienced	1 Exp / 1 Non-Exp	**Both Inexperienced (Note 1)**			
Experience (WSOs)	Both Experienced	1 Exp / 1 Non-Exp	Both Inexperienced			
Last Formation Flown	<= 30 days	> 30 days	**> 60 days (Note 1)**			
Circadian (Local Time)	0800-2000	0400-0800 / 2000-0000	0000-0400			
Ops Tempo	1st Sortie/Week	2nd Sortie/Week	3rd Sortie/Week			
Crew Duty Day (CDD)	CDD<12hr	12hr<CDD<16hr	CDD>16hrs			
Last Sortie Flown	< 7 Days	7 - 14 Days	> 14 Days			
Formation	Single Ship	2-Ship	DACT/Lg Force Ex			
Refueling	None	Day VMC	Night/IMC			
Mission Profile	High Altitude Only	High and Low Alt	Low Altitude Only			
Terrain	Flat/Rolling	Mixed Terrain/Water	Mountainous			
Weapons	None	Inert	Live			
Defensive Maneuvering	None Planned	SS Maneuvering	2-ship DT			
Special Events	None	3 pilot pro / Inc Ride / 11-202	Airshow/Flyby			
Transition	Local (<=45 min)	Local (> 45 min)	Off Station Tx			
ENVIRONMENT			**> 2 Items = TOP 3**	**Planned**	**Step**	**After Step**
Bird Condition	Low	Moderate	Severe			
Dept Wx	Better than 3000'/3	Non-Precision Mins	Precision Mins			
RCR	26	12 - 25	< 12			
Enroute Wx	Day VMC	At least 1500'/5	Night/IMC			
Icing	None	Trace/Light Induction	Moderate			
Tstorms	None	Isolated	> Isolated			
MOA/Range Wx	VMC	IMC above MSA	IMC at/below MSA			
Recovery Wx	Better than 3000'/3	Non-Precision Mins	**Precision Mins (Note 2)**			
RCR	26	12 - 25	< 12			
Crosswinds	0 - 15	**15 - 25 (Note 2)**	> 25			
Navaids	0 Inoperative	1 Inoperative	> 1 Inoperative			
STEP BRIEF			**> 2 Items = TOP 3**	**Planned**	**Step**	**After Step**
Mission Capability	FMC	PMC/ETIC<2hrs	**ETIC > 2hrs**			
Configuration	As Fragged	# Wpn /Exp Chg	Type Wpn/Exp Chg			
Tail Number	As Fragged	Tail Swap / Spare	Bag Drag / 2nd Spare			
Mission Changes	None	Some (1-3)	Multiple (>3)			
Plan Variations	None	Minor	Major			
Personal Issues	None	Minor	Major			
				Planned	**Step**	**After Step**
			Totals			

Date: _____ Callsign: _____

<15 ML/FL _____

15-25 Top 3 _____

>25 CC/DO _____

NOTE 1:

--If the last low altitude flown is greater than 60 days by any crewmember or both pilots are inexperienced, consider executing one set of defensive maneuvers at 2000 ft AGL before stepping down to lower altitudes or performing defensive maneuvering.

--If the flight lead has not led a formation in greater than 60 days, brief formation procedures (high tactical maneuvers, low altitude maneuvers, AR, weapons release, etc) in-depth during mission brief.)

NOTE 2:

--If weather is below non-precision mins or crosswinds are greater than 15 kts and multiple approaches are flown, consider having the more experienced pilot fly the first approach.)

Attachment 4

HUNG STORE PROCEEDURES

A4.1. Weapon is defined as any live , inert, or training ammunition.

A4.1.1. Attempted release is when the OAS issues a release pulse in either automatic or manual mode with all switches correctly positioned. Note: Ordnance retained due to a "slow switch status following squib fire" was never issued a release pulse and therefore was not attempted to be released.

A4.2. Retained Ordnance is an ordnance still on board the aircraft with no release attempt, or after successfully releasing the intended number of weapons in a partial load. Weapons not released due to procedural errors are considered "Retained" assuming the crew can determine no release pulse was issued to the weapon. Note: Ordnance not released due to a "slow switch status following squib fire" are considered "retained" once the "hung state" is removed and the fault clears after corrective action by the OSO is successfully accomplished.

A4.3. Hung Ordinance is any ordnance failing to separate from an aircraft following a normal release attempt. Note: Store-present/away sensor malfunction may indicate incorrect weapon status. If aircrew cannot differentiate a sensor malfunction from hung ordnance, all indications will be treated as "hung ordnance".

A4.4. Retained Ordnance Procedures.

A4.4.1. While carrying weapons, do not conduct simulated bomb/missile runs, unusual maneuvers, approach to stall, touch and go landings, or other potentially hazardous activity.

A4.4.2. Aircrew will re-designate all simulated targets to destinations, if applicable. If flying non-range low level routes with weapons on board re-designate all simulated targets to destinations.

A4.4.3. Do not open store bay doors in-flight with weapons on board, during training sorties, other than for intentional release or jettison.

A4.5. Carrying Weapons does not preclude:

A4.5.1. -Air Refueling.

A4.5.2. -Dissimilar Air Combat Training (DACT).

A4.5.3. -Low altitude training (excluding simulated bombing).

A4.5.4. -Transition (excluding touch and go landings).

A4.5.5. -Non-concurrent EA runs.

A4.5.6. Do not practice in-flight emergency procedures with weapons loaded on the aircraft.

A4.5.7. Notify SOF ASAP prior to landing.

A4.5.8. In-flight emergencies will not be declared due to retained munitions.

A4.5.9. Upon landing with retained weapons, taxi to the appropriate parking spot where weapons will be safed and downloaded, if applicable.

A4.6. Hung Stores Procedures.

A4.6.1. Any release malfunction resulting in an unknown weapons status following an attempted release will treat the remaining weapons in that bay as hung weapons.

A4.6.2. Accomplish Post Release/Abort checklist and follow tech order guidance from subsystem message analysis. For CRL, rotate weapon out of the down position.

A4.6.3. If required, jettison in an approved area. If returning with hung weapons cease any further activity, manually safe the munitions on the Stores Management System (SMS) panel, and remove power from the WIUs.

A4.6.4. Return directly to home station or other suitable landing base, avoiding over-flight of populated areas. Conduct air refueling only to ensure safe recovery of the aircraft.

A4.6.5. Notify SOF ASAP of weapons status.

A4.6.6. Declare an emergency with Approach Control. Advise Tower of landing with a hung store.

A4.6.7. After landing, roll out and park the aircraft in the hammerhead.

A4.6.8. For inert weapons:

A4.6.8.1. Once in the hammerhead crew will shut down to Auxiliary Power Unit (APUs) and await crew chief's instruction once on headset.

A4.6.8.2. Do not open Stores Bay Doors until directed by ground maintenance personnel.

A4.6.9. For any live hung ordnance:

A4.6.9.1. Expeditiously shut down engines to APUs after clear of the runway on the hammerhead and all crewmembers except Aircraft Commander evacuate the aircraft a minimum of 300 feet away.

A4.6.9.2. Aircraft Commander stays with the jet with APUs running and follows Crew chief instructions once on headset.

A4.6.9.3. Once weapons are safe crew may restart engines and taxi or re-launch.

Attachment 5

FLARE JETTISON PROCEDURES

A5.1. For retained flares, notify maintenance personnel prior to leaving the aircraft. There are no restrictions for aircraft with retained flares.

A5.2. In case of flare jettison, contact the applicable airspace controller and advise them of the incident. Note the approximate location and potential hazard (e.g. jettison below flare burnout altitude/fire hazard potential altitude of 700' AGL) and immediately safe the expendable countermeasures (EXCM) system.

A5.3. If an emergency jettison of flares was necessary due to overtemp, contact SOF or Command Post no later than 30 minutes prior to landing and report the following: suspected unsafe condition and previous actions, ETA to IAF, fuel remaining at IAF, and intentions. Declare an IFE and make one approach to a full stop. Complete landing rollout and taxi clear in departure-end hammerhead. Maintenance personnel will safe the EXCM system and inspect the flare cavities. Once flares are confirmed safe, the aircraft will be towed/taxied to parking. ***WARNING:*** **If any portion of the flare cartridge is protruding from the dispenser, cease all operations and notify Explosive Ordnance Disposal (EOD).**

Attachment 6

TOWED DECOY FAILURE TO SEVER PROCEDURE

A6.1. Ensure 1B-1B-1CL-1 Landing with Decoy in Tow Checklist has been complete.

A6.2. The definition of hung decoys is the same as that for a hung bomb. **(NOTE**: If any portion of a towed decoy is protruding from the dispenser, cease all operations, withdraw 300 feet from the area, and notify the fire department and EOD).

A6.3. In the case of a hung decoy, all personnel must remain **outside** a clear zone to preclude injury from ejecting decoys. The clear zone consists of 50-foot distance directly to the rear of the aircraft and 10 feet side to side.

A6.4. Aircrew will notify SOF of hung decoy before landing. An IFE will be declared. Upon landing, aircrew will stop straight ahead until maintenance can confirm the status of the towline. Aircrew will taxi to an appropriate recovery area (if required) with concurrence by the OSC. Maintenance personnel will accomplish the following actions:

A6.5. After engine shutdown, ground personnel will meet the aircraft and retrieve safety pins from the crew compartment.

A6.6. The aircrew will inform the crew chief of the number of decoys expended.

A6.7. The ground personnel will install the ALE-50 safety pins at rear of aircraft.

A6.8. After safing the system, ground personnel will remain clear of the deployment area while verifying the quantity of decoys.

Attachment 7

HOT BRAKE PROCEDURE

A7.1. Aircrew will monitor brake temperatures after each full stop landing. If high brake temperatures are expected, attempt to park the aircraft in either hammerhead with the nose pointed into the wind. Heavy aircraft chocks are kept in each hammerhead so aircrew may chock the nose gear and release brakes after stopping. Do not set the parking brake.

A7.2. If the BRAKE TEMP light illuminates, declare a ground emergency. Taxiing to the hot brake area is permitted provided the aircrew does not suspect a dragging or hung brake. Do not taxi to the aircraft parking area with a BRAKE TEMP light.

A7.3. If CITS show temperatures of 720 or greater, shutdown and egress the aircraft. Chock the nose gear tires, time and conditions permitting.

A7.4. If the aircraft must be shutdown, or the CITS computer fails , the capability to monitor the brake temperatures will be lost. The brakes must cool for 60 minutes after the aircraft has stopped. If necessary, approach the main landing gear from the front or rear, only for firefighting purposes.

A7.5. Any known or suspected hot brake condition will terminate planned Engine Running Crew Changes (ERCC)/Hot pit/warm pit turns.

A7.6. Crews on the front half of an ERCC will anticipate and plan for heavy weight landing conditions when returning to the airfield in order to minimize the occurrence of hot brakes.

A7.7. Taxi operations are permitted if the overheat condition no longer exists.

Attachment 8

ON SCENE COMMANDER (OSC) REFERENCE GUIDE

A8.1. Fly The Aircraft First! Don't get low and slow.

A8.2. Establish OSC: ASAP on entering area of operations.

A8.3. Inventory Status: Fuel/Wingman/Assets Available (DCA/GCI)/Etc.

A8.4. Initial Contact: Reassurance/Turn Locator Beacon Off/Etc.

A8.5. Switch Frequencies: 243.0 TO 282.8 OR SAR A/B (Combat) ROE: Covert/Com Out Plan/ Earplug/Etc.

A8.6. Authentication (Combat): Number/Letter/Question_____.

A8.7. Relay info: Pass location to appropriate agency. Don't pass position in the clear.

A8.8. Threats in Area (Combat): # / Type / Location_____.

A8.9. Ground Forces (Combat): Number_____ Location _____ Friendly? Enemy? What did survivor see while in the chute? Have they seen the survivor?

A8.10. Condition: Injuries/Ability to Move/Previous Instructions.

A8.11. Signaling Devices: (Prepare survivor: do you have global positioning system (GPS) (SARDOT)? Find and have ready devices in kit/vest radio batteries - Est Time? Mirror - keep covered until ready to use.

A8.12. Verify Survivors Position: Squelch disable/what can the survivor see? Confirm LOC/SARDOT/GPS/overflight. Don't compromise survivor's position (combat), no wingrocks over survivor (combat).

A8.13. Survivor Actions: Radio check-in schedule (combat): delivery of ordnance near survivor, prepare for helo (helmet on, smoke code, turn away, PJs: authenticate/resist/gun, hoist, etc) final prep/pickup procedures.

A8.14. Additional Actions: Finish this checklist; minimize non-secure radio calls (combat), reassure survivor of rescue/options, guide survivor through hole-up procedures (combat), optimal time to check-in on radio, battery conservation, imminent capture procedures (combat), evasion - TOD/ recommended heading/distance (combat) average/rough terrain: 1200/1800 paces/nm (combat), maintain A/C in position to communicate w/survivor, cycle to tanker/handoff plan establish contact with recovery forces.

Attachment 9

PEX SCHEDULING STANDARDS

A9.1. The following items will be input for every sortie.

A9.1.1. Callsign.

A9.1.2. Show Time.

A9.1.3. Brief Time.

A9.1.4. Bus Time.

A9.1.5. T/O Time.

A9.1.6. IAF time.

A9.1.7. Land time.

A9.1.8. T/O Location.

A9.1.9. Land Location.

A9.1.10. Fuel Load.

A9.1.11. Area Entry time – for Low Level Routes, MOA, and Off Station Transition if scheduled.

A9.1.12. Area Exit time – for Low Level Routes, MOA, and Off Station Transition if scheduled.

A9.1.13. Air Refueling Control Time (ARCT) – if scheduled.

A9.1.14. Air Refueling Exit (AREX)– if scheduled.

A9.1.15. Mission number and sortie line number.

A9.1.15.1. Mission numbers are defined in AFGSCI 21-165 *Dyess AFB Supplement, 8 January 2010.*

A9.2. Mission Comments will be input for every sortie. This data is mainly used by MX. All of the below listed items are required unless they do not apply to the sortie.

A9.2.1. Annotate "Required" or "Requested" for TF, Defensive Avionics System (DAS), AR and POD. For example, if a sortie is not going to TF, then "TF REQUESTED" would be appropriate.

A9.2.2. Annotate if a mission is a formation, and if the aircraft will WP/Hot Pit (HP) to another aircraft.

A9.2.3. Example comments: AR DAS TF REQUIRED // POD REQUESTED // FORM W/PUMA // HP TO HAWK

A9.3. Sortie Remarks will be input for every sortie. This data is mainly used by OPS. All of the below listed items are required unless they do not apply to the sortie.

A9.3.1. Flyover profile approved for airshow/event.

A9.3.2. Warrior flyby profile if being performed by the crew.

A9.3.3. MOA time bought by squadron scheduling in CSE.

A9.3.4. Crew Details will be annotated for the following items:

A9.3.4.1. ML/FL.

A9.3.4.2. 11-202.

A9.3.4.3. Upgrades.

A9.3.4.4. Required currencies/training.

A9.3.5. Annotate if a DV will be on-board (O-6 and above).

A9.3.6. Example Sortie Remark: DV Col Jenkins // Own: Lancer 0028-0128z, IR178 0228-0328z

A9.4. The schedule will be completed in PEX in accordance with the following timeline:

A9.4.1. 2 weeks out – COB the day prior to the MX/OPS meeting, the following will be in PEX.

A9.4.2. Call Sign, take off, land time, T/O Location, Land Location, Fuel load, weapons load out and mission comments.

A9.5. 1 week out - COB the day prior to the MX/OPS meeting the following will be in PEX:

A9.5.1. All items listed in section A9.1.1 - A9.1.9 as well as mission comments.

A9.5.2. If a flyover is scheduled, that portion of the sortie comments must be complete.

A9.6. By COB Thursday prior to the week being scheduled, mission comments and crew names will be in PEX. Additionally, all TOP3s and SOF shifts will be input and have a crew member assigned.

A9.7. Any changes to planned activity and timeline will be input ASAP into PEX by the respective squadron scheduling office. Same day changes require a phone call to affected supporting base agencies (WX, Transpo, AFE).