

**BY ORDER OF THE COMMANDER
EGLIN AIR FORCE BASE**

**EGLIN AIR FORCE BASE
INSTRUCTION 13-200**



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Space, Missile, Command, and Control

***EGLIN RANGE MISSION
SCHEDULING AND CONTROL***

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This instruction implements AFD 13-2, *Air Traffic, Airfield, Airspace, and Range Management*. It outlines responsibilities and procedures for the operation of the 96th Test Wing (TW) Center Scheduling Enterprise (CSE), and the procedures to request 96 TW support. It applies to all activities requiring the use of 96TW resources for accomplishing their mission and to provide mission support. Send recommended changes or comments for this publication to the Office of Primary Responsibility (OPR) using the Air Force (AF) Form 847, *Recommendation for Change of Publication*. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Instruction (AFI) 33-322, *Records Management and Information Governance Program*, and disposed of IAW Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS).

SUMMARY OF CHANGES

This document supersedes EAFBI 13-200, *Eglin Range Mission Scheduling and Control*, 24 July 2019. It removes 96 TW aircraft scheduling guidance already outlined in DAF 21-101 96 TW SUP. Changes include expanding Tier 1A priority scheduling status to 96 Test Wing priority resource intensive test events and clarifying approval authority for Tier 0-4 mission scheduling priorities. The document implements the Z Clearance requirement for Field 6 ground Landing Zone (LZ) and Drop Zone (DZ) controllers. The document implements mission scheduling Range Wars. It changes the on-time mission submittal cutoff to Wednesday, 1200 hours Central Time, two weeks prior to mission execution. The document eliminates next-day backup and consecutive-day scheduling Management Emphasis requirements, and implements the Shared Range Space

Utilization redesign, incorporating Range Restrictions and Hazard Area Avoidance for Test/Training Aircrew (HAAFTA). The document redesignates the 96 OSS FCA office to the 96 OSS Eglin Range Spectrum Management Office (ERSMO). The document implements procedures for mission deconfliction of 6RTB Ranger class activities on the Eglin range.

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1. Introduction.

1.1. Purpose

1.1.1. The purpose of this instruction is to provide policy and direction for scheduling airspace, ground space, range resources, radio frequency spectrum, and gaining access and operating on the Eglin Test and Training Complex (ETTC).

1.2. Scope

1.2.1. This instruction applies to all users of ETTC. All times specified herein are Central Time.

1.3. Eglin Test and Training Complex

1.3.1. The ETTC includes approximately 724 square miles of land and 98,000 square miles of water ranges covering most of the Gulf of America. Schedulable airspace can be extended to 142,000 square miles over both land and water. It also includes the major test facilities such as the Guided Weapons Evaluation Facility (GWEF), the McKinley Climatic Lab (MCL), and the Joint Preflight Integration of Munitions and Electronic Systems (J-PRIMES) test facility. The ETTC is controlled and operated by the 96 TW, Eglin AFB, FL, and is a Major Range Test Facility Base (MRTFB) activity.

1.4. Major Range Test Facility Base (MRTFB)

1.4.1. MRTFB is defined as the designated core set of DoW Test and Evaluation (T&E) infrastructure and associated workforce that must be preserved as a national asset to provide T&E capabilities to support the DoW acquisition system. They are governed by DoWD 3200.11, *Major Range and Test Facility Base (MRTFB)*, and AFI 99-109, *Major Range and Test Facility Base (MRTFB) Test and Evaluation Resource Planning*. Although MRTFB activities function primarily to enable DoW test and evaluation support missions, they may also perform other missions (operations, training, R&D, etc.).

1.4.2. It is DoW policy that, as a national asset, the MRTFB shall be sized, operated, and maintained to provide T&E information to DoW Component T&E users in support of the DoW Research, Development, Test and Evaluation and acquisition process set out in DoW Directive 5000.1. The MRTFB shall provide a broad base of T&E capabilities sufficient to support the full spectrum of DoW T&E requirements but shall not be unnecessarily duplicated. The MRTFB may be used by other DoW users (including DoW training users), and by users outside the Department such as U.S. Government Agencies, State and local governments, allied foreign governments, and commercial entities. Scheduling of the MRTFB shall be based upon a priority system that considers all DoW Components and accommodates DoW acquisition program priorities.

1.5. Eglin Center Scheduling Enterprise (CSE)

1.5.1. Eglin CSE is a web-based mission resource scheduling, operations management, and real-time mission tracking system established at Eglin AFB for the scheduling of all missions requiring the use of Eglin ranges or support resources. All activities will use the system to submit CSE Mission Requests. Organizations who do not have access to CSE should contact the 96th Operations Support Squadron, Current Operations Flight (96 OSS/OSO), for assistance.

2. Responsibilities.

2.1. 96OSS Current Operations Flight Scheduling Office (96 OSS/OSO)

2.1.1. The 96 OSS Current Operations Flight is responsible for the scheduling and execution day management of all missions requiring the use of Eglin range and/or support resources.

2.1.2. The 96 OSS/OSO Scheduling Office manages the CSE to produce consolidated weekly and daily schedules consisting of all range space (land, air, & water), range facilities & resources, frequencies, and safety profiles (depicted hazard areas). The consolidated schedule is based on CSE mission submissions from ETTC user mission requesters. The scheduling office is comprised of daily schedulers, aircraft/munitions schedulers, Air Refueling Tanker scheduler, and the Long-Range Forecast section. The 96 OSS/OSO Scheduling Office is responsible for producing the 96 TW Daily Operations Order.

2.1.3. The 96 OSS/OSO Scheduling Office manages the CSE user training program by providing initial and recurring CSE software training to mission submitters and support agencies.

2.1.4. The 96 OSS/OSO Scheduling Office coordinates with 96 OSS/CC or 96 OSS/DO for all requests for Management Emphasis (ME) to include temporarily elevating scheduling priority.

2.2. Joint Test and Training Operations Control Center (JTTOCC) (96 OSS/OSOS)

2.2.1. The JTTOCC is manned twenty-four hours, Monday through Friday. The JTTOCC is not manned during the Saturday or Sunday mid-shift. The 96 OSS/CC may authorize additional closures during times of no scheduled mission activity. They can be contacted at (850) 882-5800 or DSN 872-5800. Their radio call sign is *Wolfcall*. The JTTOCC is the central coordination point for all range activities and ensures the efficient real-time utilization of Eglin air and ground space and range resources. The JTTOCC is responsible for execution day management of the 96 TW Daily Operations Order. The JTTOCC is comprised of two primary sections with distinct roles and responsibilities: Mission Management Section and Resource Coordination Section.

2.2.2. Mission Management Section (MMS). The MMS will conduct the real-time management and coordination of air and ground space required to execute the 96 TW Daily Operations Order safely and efficiently. MMS functions/responsibilities include:

2.2.2.1. Operating the JTTOCC/MMS twenty-four hours per day, seven days per week minus authorized closure periods during zero scheduled mission activity. Already established closure periods are the Saturday and Sunday Mid-Shift when no mission activity is scheduled.

- 2.2.2.2. Following notification procedures for significant events such as mishaps, environmental incidents, and injuries. In case of an aircraft, ground, or explosive mishap, test item malfunction resulting in an incident, or incident within the Eglin AFB test complex, the JTTOCC/MMS will coordinate scheduled mission activity within the mishap area to accommodate emergency actions. The MMS will also ensure the ERCF Watch Supervisor is notified. In the event of an aircraft, ground, or explosive mishap, test item malfunction resulting in an incident, or incident within the Eglin AFB test complex, 96 TW/SE will be notified.
- 2.2.2.3. Acting as the 96 OG Tier 1 Unit Control Center (UCC).
- 2.2.2.4. Establishing/following standardized air and ground space coordination procedures.
- 2.2.2.5. Establishing/following standardized Quick Reaction checklists.
- 2.2.2.6. Tracking/logging actual daily mission start/stop times using the CSE Real-Time module, referred to as Real-Time.
- 2.2.2.7. Determining reasons for missions not starting on time and log reasons in Real-Time.
- 2.2.2.8. Notifying Eglin Mission Control (EMC) and Resource Coordination Section (RCS) of missions that are late, to include reasons and new estimated start times.
- 2.2.2.9. Coordinating mission changes with EMC and RCS as required.
- 2.2.2.10. Controlling access into closed areas IAW **paragraph 10** of this instruction, Eglin Range Access Procedures.
- 2.2.2.11. Receiving and recording munitions expenditure reports from range users.
- 2.2.2.12. Assuming duties of RCS when not manned (night and weekends).
- 2.2.3. Resource Coordination Section (RCS).
- 2.2.3.1. The primary responsibility of the RCS is the execution day coordination of range resources in support of the 96 TW Daily Operations Order execution. Its primary focus is on resource intensive test and training mission execution. RCS functions/responsibilities include:
- 2.2.3.1.1. Anticipating mission problems and providing real-time solutions in the form of range extensions as required.
 - 2.2.3.1.2. Coordinating with MMS regarding real-time air and ground picture.
 - 2.2.3.1.3. Tracking 96 TW/53 WG aircraft status and placing missions on alert as required due to anticipated late takeoffs.
 - 2.2.3.1.4. Coordinating with all range support agencies regarding execution day mission status, range extensions, and mission cancellations, including O&M manned ranges and resources.

2.3. Eglin Range Spectrum Management Office (ERSMO) (96 OSS/OSOQ)

2.3.1. The 96 OSS/OSOQ ERSMO is the focal point for management oversight and de-confliction of mission spectrum requirements on the ETTC. Frequency management and de-confliction applies to telemetry, radar, beacons, command guidance systems, command destruct systems, fuses, Electronic Countermeasures (ECM) jammers (both ground and air), voice communication, data links, and other instrumentation emitters listed on applicable Radio Frequency Authorizations (RFA) as issued by the 96th Communications Squadron (96 CS) Installation Spectrum Manager's (ISM) office. The 96 OSS/OSOQ ERSMO also provides management oversight of the resources used for monitoring electromagnetic radiation on a daily and hourly basis according to requirements contained on the CSE Mission Request, the applicable Test Directives (TD), and RFAs. The 96 OSS/OSOQ ERSMO is the central Point of Contact (POC) for range/mission related real-time suppression of interfering signals as they relate to scheduled test resources and will work with the 96th Range Support Squadron (96 RANSS) O&M Contractor to identify, locate, and resolve those interference issues. The Gulf Area Frequency Coordinator (GAFC) office is responsible for any interference issues that originate from or affect external/non-range sources. ETTC user organizations are encouraged to contact 96 OSS/OSOQ ERSMO for new and/or changing spectrum requirements in order to assist in the user coordination process with the GAFC office. The 96 OSS ERSMO tasks include:

2.3.1.1. Providing management and scheduling oversight of the 96 RANSS O&M Frequency Control and Analysis (FCA) Fixed Facilities and the O&M FCA mobile van assets. Issuing all clearances to users of all frequencies requiring scheduling for electromagnetic emitters operated in the ETTC IAW the assigned RFA. Submitting CSE mission requests to task 96 RANSS O&M FCA Fixed Facilities and O&M FCA mobile van for spectrum monitoring when required.

2.3.1.2. Providing Radio Frequency Interference (RFI)/FCA capability in the frequency bands between 20 MHz and 18 GHz, with limited capabilities to 40 GHz in support of ETTC mission schedules.

2.3.1.3. Coordinating frequency issues with the 96 CS/SCXF ISM and GAFC Office as required. The 96 CS/SCXF ISM Office is the focal point for all initial/revised spectrum requirements for users of the ETTC and is responsible for frequency assignment actions and RFA issuances to the 96 OSS/OSOQ ERSMO Office, 96 TW Safety Office (96 TW/SE), and Project Offices. Program/Project/Acquisition Offices of using activities will contact the ISM to ensure their RFA is generated in sufficient time to meet 96 OSS scheduling requirements. Program/Project/Acquisition offices are encouraged to enlist 96 OSS/OSOQ Spectrum Managers to assist in coordination w/96 CS/SCXF ISM and GAFC Offices.

2.4. Airfield Operations (96 OSS/OSA)

2.4.1. The 96 OSS/OSA is responsible for all Air Traffic Control (ATC) facilities at Eglin AFB and the management of airfields that fall within the Eglin complex except for Duke Field (96 OSS/OSB), Hurlburt Field, and Choctaw Field.

2.4.2. Eglin Radar Control Facility (ERCF) (96 OSS/OSAR). The ERCF is comprised of the Radar Approach Control (RAPCON) and the Eglin Mission Control (EMC) sections.

- 2.4.2.1. RAPCON is responsible for terminal air traffic services within designated airspace.
- 2.4.3. EMC.
 - 2.4.3.1. EMC is responsible for providing aircraft clearance into/out of restricted/warning airspace and monitoring mission aircraft.
 - 2.4.3.2. EMC and JTTOCC MMS perform close coordination to efficiently manage the air and ground picture. Aircrew requested airspace extension/changes will be relayed to JTTOCC MMS by EMC controllers.
 - 2.4.3.3. JTTOCC MMS personnel will coordinate and approve mission extensions, additions, cancellations, and requests for ground mission airspace with EMC as required.
- 2.4.4. Chief Airspace Management and Mission Planning (CAMMP) (96 OSS/OSAA).
 - 2.4.4.1. The CAMMP is an Air Traffic Controller who is responsible for integrating mission planning as provided by 96 OSS/OSO with the operational phase of mission execution, ensuring required coordination with all support facilities within the air traffic environment is accomplished. The CAMMP identifies to 96 OSS/OSO portions of the mission schedule that cannot be supported due to ATC constraints and coordinates with 96 OSS/OSO to eliminate and/or mitigate the ATC support issue.
- 2.4.5. Eglin Airspace Management Office (96 OSS/OSO).
 - 2.4.5.1. The 96OSS/OSO Eglin Airspace Management Office is responsible for the coordination of CSE Land and Ground profiles. All new and transferred profiles will be directed to the Airspace Manager for approval IAW **paragraph 5** of this instruction. The Airspace Manager can also assist in coordinating airspace outside of Eglin Range airspace.
- 2.5. 96th Range Support Squadron (96 RANSS)
 - 2.5.1. The 96 RANSS is responsible for providing engineering/technical expertise, project management, range/facility configuration control, and improvement/modernization for all range instrumentation and assets to ensure range/facility resources are fully capable and ready for all test and training requirements.
 - 2.5.2. The O&M Contract is managed by the 96 TSSQ. The O&M Contractor is responsible for the safe conduct and security of O&M manned ranges.
- 2.6. **Central Control Facility (CCF) (96 RNCS)**
 - 2.6.1. The CCF, radio call sign *Chamber*, provides real -time aircraft control, data collection, range safety, and mission conduct for specific test/training missions inside the scheduled airspace.
- 2.7. Mission Requesters

2.7.1. All mission requesters are responsible for the entry of correct data on mission requests. This data includes but is not limited to, entry of primary and alternate resources, proper and current frequencies, primary and alternate aircraft with configurations if applicable, maintenance remarks, current profiles and/or ground training areas, and correct codes identifying mission activity/conditions/location. Mission Requesters are responsible for the proper completion and timely submittal of a CSE Post Mission Report (PMR) for missions requiring them. Mission requesters should ensure contact information is correct. Failure to supply correct/current contact information may result in mission cancellation or non-schedule. Mission requesters requiring assistance should contact the 96 OSS/OSO Scheduling Office.

2.8. 96th Weather Squadron (96 WS)

2.8.1. The 96th Weather Squadron ensures that weather support services are provided for all missions. This includes base weather station support, Mission Execution Forecasts, and forecasts of weather effects on specific test items. For special weather support (rawinsonde, range observation support, special planning forecasts for complex missions), the 96 WS will provide all support possible with available manpower and equipment consistent with applicable TD.

2.9. Test and Range Safety Office (96 TW/SEU)

2.9.1. The Eglin Test and Range Safety office is responsible for the development of safety profiles. These profiles are integrated into CSE for scheduling. Only profiles approved for a specific Job Order Number (JON) may be scheduled for that mission.

2.10. 96 CES Explosive Ordnance Disposal (EOD)

2.10.1. The 96 CES EOD flight is responsible for supporting hazardous mission activity taking place on the Eglin range complex. For the purposes of this instruction EOD refers to 96CES/CED unless otherwise mentioned.

3. General Policies.

3.1. Mission Scheduling Priority System

3.1.1. 96 TW mission scheduling priority is based on a 5-tiered process numbered 0 through 4 with 0 being the highest priority and 4 being the lowest. Each numbered tier criteria are outlined below. The priority must be indicated on each CSE Mission Request submitted. Program Managers are responsible for ensuring the correct default Tier priority is assigned to the program JON in the Test Wing Enterprise System. Deviations from the assigned priority during the scheduling process are sometimes necessary, based upon Management Emphasis (ME) and management judgment, to ensure a more balanced and efficient use of 96 TW resources.

3.1.2. Tier 0, Quick Reaction Test (QRT)/Contingency Operations.

3.1.3. Tier 0 priority is used for Higher Headquarters (HHQ) ordered rehearsals for specified contingency actions and quick reaction tests/Eglin Plan 70 operations. It is anticipated that these types of missions will be few. The 96 TW/CC is the approving authority for Tier 0 priority assignment. Tier 0 missions will have priority over all other mission activity on the Eglin range complex.

3.1.4. Tier 1, Major Events/Stakeholder Allocations.

3.1.5. Tier 1 priority is used for major exercises/mission resource intensive events and range allocations. The tier contains two sub-tiers, 1A and 1B.

3.1.6. Tier 1A, Major Exercises/Resource Intensive Events. 96 TW/CC is the approval authority for Tier 1A priority assignment. The weekly 96 TW Test Ops meeting is the ideal forum for that decision and should be precoordinated with 96 OSS/OSO. Tier 1A missions will have priority over all other mission activity on the Eglin range complex except for priority Tier 0 missions.”

3.1.7. Tier 1B, Range Allocations. Tier 1B priority Range Allocations will be provided to major range users. Major users include AFSOC, 7SFG(A), 33 FW, 325 FW, 6 Ranger Training Battalion (RTB), and 96 TW/53 WG Test. 1B allocations are not a blanket priority level assigned to every mission for a given user. Instead, allocations are assigned by specific locations and times tailored towards meeting the organization’s most critical needs and will usually capture exclusive range assets that are typically used by a single unit and/or funded by a single unit. The sum of 1B allocated locations and times are designed to not interfere with each other. Allocations will not meet 100% of an organization’s mission requirements but will reduce the uncertainty for a large segment. Individual mission requests that exceed a training organization’s Tier 1B allocation will only carry 1B priority for the allotted mission time spelled out in the annual Tier 1B Allocation document. The time and/or air and ground space that is not included in the Tier 1B allocation will revert to the training organization’s Tier 2 priority. 96 OSS/OSO Mission Scheduling Office will determine if other mission requests out prioritize the exceeded training organization’s Tier 1B allocation.

3.1.8. Tier 1B priority Range Allocations will be reviewed and set on an annual basis, October to September. Each organization may submit allocation changes and/or addition requests to 96 OSS/OSO at any time. 96 OSS/CC will be the approving authority for Tier 1B allocations to include allocation changes/additions.

3.1.9. Tier 1B Range Allocations for AFSOC, 7th SFG(A), 33 FW, 325 FW, 6 RTB, and 96 TW/53 WG Test will have priority over all other mission activity on the Eglin range complex except for priority Tier 0 and Tier 1A missions. 96 OSS/OSO schedulers will verify submitted Tier 1B mission requests match the current Tier 1B allocations list. Tier 1B mission requests that exceed the current 1B allocation will not be granted 1B priority for the portion that exceeds the allocation.

3.1.10. Because not all test programs can always be accomplished within the Test 1B Allocation, a monthly test resource schedule priority list is generated to determine how the test allocation will be used. Other major range users with 1B allocations should consider creating an internal prioritization process as well to determine how to best use their 1B allocations.

- 3.1.10.1. **(1.5)** Months prior to execution month: 96 TW and 53 WG test organizations will submit program test resource scheduling inputs to 96 OSS/OSO NLT the 15th of each month. The inputs will contain program scheduling priorities for Tier 1A (previously coordinated), Tier 1B, Tier 2A, and Tier 2E programs. Test organizations at this time are also required to include weapon release mission requirements that will utilize large safety footprints for execution. The period covered for each letter will be the month after the following month. Example: letter submitted 15 February would cover the following month of April. 96 OSS/OSO will consolidate the inputs, based on previous month's priority rankings and inputs from OSS/CC and OG/CC, into a draft test resource scheduling priority listing.
- 3.1.10.2. **(0.5)** Months prior to execution month: A "Range War" type meeting with all test execution organization representatives may be conducted the second Tuesday of each month to brief and discuss the following month's test scheduling priorities, if required due to significant forecasted test resource scheduling conflicts. 96 OSS/OSO will provide the monthly scheduling priorities, scheduling limiting factors, planned "Big Rocks" (large range events), and a scheduling risk assessment for each forecasted test program. The priority listing may change because of the scheduling risk assessments provided. At the Test Ops meeting of the following week, 96 OSS/OSO will brief the test resource scheduling priority listing for the upcoming month for 96 TW/CC approval. Once approved, 96 OSS/OSO will publish the final priorities on the CSE Home page. The published priority listing will serve as an intra-tier tie breaker when building test mission schedules.
- 3.1.11. Tier 2, US Government Test and Training Programs. Tier 2 priority is used for all other US government test and training missions outside of Tier 1 and Tier 0 assignments. Tier 2 mission activity will have priority over Tier 3 and Tier 4 missions. There are seven sub-tiers contained in Tier 2. They are, in order of priority:
- 3.1.11.1. 2A: Established DT/OT Testing programs.
 - 3.1.11.2. 2B: Pre-Deployment Training.
 - 3.1.11.3. 2C: No longer used.
 - 3.1.11.4. 2D: Formal Syllabus Training.
 - 3.1.11.5. 2E: Other Testing (Demonstrations, Research, Comparative Tests, etc.).
 - 3.1.11.6. 2F: Competency/Proficiency/Continuation Training.
 - 3.1.11.7. 2G: Non-Tenant Training.
- 3.1.12. Scheduling tie breakers within training sub-tiers 2B, 2D, and 2F will be based on an organizational rack and stack and will rotate each month. A twelve-month schedule of organizational tie breakers will be published by the 96 OSS/OSO Scheduling Office in conjunction with the annual Tier 1B range allocation review.
- 3.1.13. Tier 3, Foreign Military Sales (FMS) and Commercial Programs. Tier 3 mission activity will have priority over Tier 4 missions. There are two sub-tiers contained in Tier 3. They are, in order of priority:
- 3.1.13.1. 3A: FMS Test or Training.

3.1.13.2. 3B: Commercial Test or Events.

3.1.14. Tier 4, Non-Interference Mission Activity. Tier 4 mission activities are missions that do not interfere with test/training operations on the Eglin range complex, or missions conducted at Test/Training facilities located in the Cantonment Area. Some examples are J-PRIMES Anechoic Facility, Jackson Guard Controlled Burns, and Range Configuration Control Committee approved university studies.

3.2. Security

3.2.1. Classified information will not be included in the CSE Mission Request. If the 96 OSS/OSO Scheduling Office requires access to classified information to perform scheduling responsibilities, the test agency will send the necessary classified information by separate letter or brief to the appropriate scheduling personnel. TDs and other documents used as references or authority for CSE Mission Requests must be checked for Operations Security (OPSEC) precautions. Any precautions identified must be considered in completing the CSE Mission Request and CSE Post Mission Report (PMR).

3.3. Mishaps, Test Item Malfunctions, and Incidents

3.3.1. In case of an aircraft, ground, or explosive mishap, test item malfunction, or incident within the Eglin AFB test/training complex, the JTTOCC MMS will coordinate scheduled mission activity within the mishap area to accommodate emergency actions.

3.4. Deployed Aircraft/Aircrew Support

3.4.1. Sponsors for aircraft deployed to Eglin AFB supporting tests or training programs must ensure crews are briefed on range procedures. The deployed aircraft must be included on the sponsor's mission request. A Local Area Orientation briefing may be provided by 96 OG/OGV upon request.

3.5. Munition Expenditure Reporting

3.5.1. Range users are responsible for reporting munitions expenditures. There are multiple avenues to complete this requirement, depending on the type of mission.

3.5.1.1. Training organizations are required to report munition expenditures immediately following the completion of their training event. An example of this is once an AC-130J has reported mission complete (weapons safe and the aircraft is ready to exit their profile), they will include in this same broadcast the number and types of munitions expended on the range to the JTTOCC/MMS. It is the JTTOCC/MMS responsibility to ensure both air and ground training mission POCs are reporting munitions expenditures when terminating their missions. This same methodology will be used when 7SFG(A) ground forces close their range or mission at the end of the training. 7SFG(A) ground forces will either phone or radio their munitions expenditures and closeout requirements to their assigned range control at the end of the training event prior to requesting range clearance. Small arms' expenditure reporting is required daily when clearance from the range is requested.

3.5.1.2. For Test missions, the test engineer/project officer is responsible to ensure that munitions are properly expended in CSE.

3.5.1.3. Other test or training organizations may send detailed munition expenditure data to 96 OSS/OSO Scheduling Office. The Scheduling Office will input the data into CSE.

3.6. Live Ordnance Employments in the Eglin Gulf Test and Training Range (EGTTR), referencing the Policy for Eglin Gulf Test & Training Range (EGTTR) Live Ordnance Employment, dated 11 Apr 2018

3.6.1. Weapons testing and training at Eglin Air Force Base is vital to the success of the warfighter. The EGTTR provides a unique capability to develop techniques and test weapon systems against a growing maritime threat. Employing live munitions, to include one-way attack drones, is an essential part of these maritime testing and training activities and must be managed responsibly to sustain an effective and viable test environment.

3.6.2. Over several decades, unexploded ordnance (UXO) from live munitions employment has accumulated on the floor of the Gulf of America. In addition, continued testing of one-way attack drones over the water, outside of a closed range, increases the probability of floating UXO in GoA. Recent testing has demonstrated that these UAS will float with live ordnance on board and that maintaining custody and disposing of these items is difficult. Public encounters with this UXO can lead to item activation with catastrophic effects. Maintaining EGTTR viability is directly correlated to proper risk management. AFMAN13-212, *Range Planning and Operations*, provides guidance for commanders to operate assigned ranges safely, effectively, and efficiently to meet training and test requirements while minimizing the potential effects on the environment and the surrounding communities. These guidelines define the risk management control procedures that will be followed for planning and executing test and training operations that employ live ordnance over the EGTTR.

3.6.3. Applying a series of control procedures reduces risk to the public and enables range sustainability. All test and training programs employing live explosive ordnance/munitions within the EGTTR will accomplish the following.

3.6.3.1. Identify a valid warfighter need.

3.6.3.2. Identify why program operational requirements cannot be reasonably or efficiently fulfilled by employment on controlled land range assets.

3.6.3.3. Procure and employ inert items rather than live explosive ordnance/munitions whenever live explosive ordnance/munitions are not necessary to achieve test or training objectives.

3.6.3.4. Provide a Plan of Action for locating and recovering/disposing of recoverable unexpended items. Describe relative safety (probability of mobility based on distance, depth and density) of potentially unrecoverable unexpended items.

3.6.3.5. Maximize the distance from any coastline when selecting a target location consistent with test/training objectives and resource restrictions. Demonstrate that the target location is clear of any natural or artificial reefs.

3.6.3.6. Maximize the depth of water – minimum depth of 120 feet when selecting a target location for which UXO recovery is not assured.

- 3.6.3.7. Choose, to the greatest extent possible, a weapon release/launch heading that is most conducive to maximizing the distance from shore and the depth of water.
- 3.6.3.8. Have a means, such as video, focused on the endgame parameters to confirm ordnance activation/detonation at impact as practical.
- 3.6.3.9. Ensure that all explosive ordnance/munitions released into the EGTR are recorded in a record-keeping and tracking system developed and maintained by 96 TW.
- 3.6.4. Compliance with the controls must be demonstrated in the test plan and presented at the Safety Review Board. 96th Operations Group Commander (96 OG/CC) is the approval authority for all live munition employments occurring in the EGTR unless otherwise elevated.
- 3.6.5. All programs whose objectives, resources, and/or schedules prevent consideration of the above mitigation control procedures will require approval from 96 TW/CC. These procedures do not provide a means for risk assessment as required by AFTCI 91-202, *Test Safety Review Policy*; rather, these guidelines and procedures provide a means to sustain vital test capabilities unique to the EGTR.

4. Mission Scheduling.

4.1. General.

- 4.1.1. All missions using 96 TW resources and missions radiating or using any part of the radio frequency spectrum will be scheduled through 96 OSS/OSO Scheduling Office. O&M Contractor Directives issued by 96th Range Group (96 RN) utilizing a CSE schedulable range resource must be coordinated with 96 OSS/OSO Scheduling Office prior to approval. This is to ensure the integrity of the test resource scheduling priority process. Test resource requirements will normally take priority over O&M Contractor Directives issued by 96th Range Group (96 RN).
- 4.1.2. A CSE Mission Request is required to schedule airspace, ground space, range resources, and RF Spectrum. Instructions and examples for completing a CSE Mission Request are found in the on-line help documentation located on the CSE Home page.
- 4.1.3. When 96 TW maintained aircraft are required, the requester will complete a CSE Mission Request with the aircraft configuration.
- 4.1.4. Mission requesters without access to CSE should contact 96 OSS/OSO Scheduling Office for assistance.
- 4.1.5. 96 OSS/OSO Scheduling Office will consider for scheduling all missions submitted in CSE. However, adequate plans, including flight profiles, safety profiles, and RFAs should be in the hands of all support and control agencies prior to mission submittal, unless a longer lead time is specified. Failure to do so may result in the mission being non-scheduled.

4.2. Eglin Long Range Forecast Weekly Meeting.

4.2.1. The weekly Long Range Forecast meeting will be held each Thursday to review the upcoming three to eight weeks of customer range resource requirements. In addition, the two-week schedule plan will be briefed to facilitate a “Range Wars” type opportunity for unit-to-unit coordination on changes to the test and training plan for the new week. Each organization will ensure the CSE Mission Calendar is updated with current requirements. Every effort should be made to forecast requirements at least eight weeks prior to mission execution. Forecasting mission requirements allows 96 OSS/OSO Long Range section to identify resource conflicts and develop scheduling conflict mitigations. Forecasting mission requirements reduces overall scheduling risk. Each organization conducting test and/or training on the Eglin Range complex will ensure a representative attends the weekly meeting. Failure to forecast range/mission requirements in the CSE Mission Calendar may result in missions not being scheduled or loss of scheduling priority within the mission scheduling priority tier assigned. A link to the calendar may be found on the CSE Home page.

4.3. Mission Scheduling Procedures.

4.3.1. Missions submitted by users in CSE will immediately revert to Submitted status, regardless of how far in advance the input is made. The mission submitter has the ability to withdraw the mission at anytime it is in Submitted status. When doing so, the mission will revert to Submitted/Withdrawn status. At the on-time mission submittal cutoff, 1200 hours on Wednesday 2 weeks prior to mission execution week, 96 OSS/OSO scheduling office will transfer all missions submitted for the targeted mission execution week into the mission scheduling arena, and the status of the Submitted missions will immediately change to Scheduling. At this time, only 96 OSS/OSO schedulers will have access to make changes to the mission request. Once in the scheduling arena, missions in Scheduling must be afforded the status of Scheduled, or Non-Scheduled. Non-Scheduled missions will include a Non-Scheduled code and amplifying information as to why the missions did not get Scheduled. An exception is for Standby missions which may be placed in Scheduled-Hold status if meeting the criteria to be a standby mission. Note that after the daily Operations Order that includes all Scheduled missions is published, a mission may be placed in Cancelled status if it cannot be executed. The Cancel status will include a cancel code and amplifying information on why it could not be executed.

4.3.2. Test and training missions submitted with a program JON in planning status or any phase other than active may be scheduled; however, it cannot be executed until the TD is signed. 96 OSS/OSO Scheduling Office will place test and training missions that do not reflect a JON in Active status on alert in CSE and notify the mission submitter of the alert status. The alert must be cleared, and the TD signed by 1200 hours the duty day prior to mission execution, or the mission will be canceled. Ground task and test task missions do not require a signed TD to execute. However, Program Managers will ensure funding is available to cover the scheduling and execution of the task missions.

4.3.3. 7th SFG(A) Tier 1B allocations may be scheduled six weeks in advance, meeting training timelines IAW U.S. Army training doctrine. No other test or training missions will be allowed to schedule 6 weeks out.

4.3.4. Two-Week Scheduling Cycle.

4.3.4.1. Normal on-time mission submittal deadline for the two-week scheduling cycle is 1200 hours Wednesday two weeks prior to the mission execution week. Note that the cutoff time is based on the balance of test and training customer requirements and is subject to change. Missions submitted after the cutoff are considered “Blackboards” and may not keep their normal priority. This also applies to additional resource requirements added after the on-time mission submittal deadline. Test and training missions submitted at the two-week point are plotted (including assigning frequencies and aircraft) according to 96 TW priority and special considerations. All missions will be posted in CSE to include mission times and scheduling status. 96 OSS/OSO Scheduling Office will complete the weekly schedule by 0800 hours on Wednesday the week prior to mission execution week (all on-time submitted missions will be either “Scheduled” or “Non-scheduled” in CSE).

4.3.4.2. Mission change requests may be made directly to 96 OSS/OSO Scheduling Office or change requesters may choose to utilize the CSE Mission Change Queue feature to electronically communicate the change request. When using this feature, CSE will provide change status feedback to the requester. Note that the CSE Mission Change Queue is not appropriate and should not be used on mission execution day. Change requests should only use voice communication with the JTTOCC to request and/or make mission changes.

4.3.5. 96 TW Weekly Aircraft Scheduling.

4.3.5.1. 96 TW aircraft scheduling, to include aircraft assigned to 53 WG, will be in accordance with DAF 21-101 96 TW SUP.

4.3.6. 96 TW Daily Operations Order Publishing.

4.3.6.1. The 96 TW Daily Operations Order is published NLT 1600 hours three duty days prior to the mission execution date. Prior to this time, it is the mission requester's responsibility to frequently monitor their mission status. Prior to publishing the 96 TW Daily Operations Order, it should be reviewed by the CAMMP to identify and resolve airspace conflicts/issues. The CAMMP will coordinate with 96 OSS/OSO scheduling office to ensure coordination of potential impacts are made with all affected agencies. 96 OSS/OSO Scheduling Office will notify mission requesters, and all support agencies scheduled on the CSE mission on all changes affecting their mission after the 96 TW Daily Operations Order is published.

4.3.7. 96 TW Daily Operations Order Mission Changes.

4.3.7.1. 96 OSS/OSO Scheduling Office is responsible for coordinating 96 TW Daily Operations Order mission changes prior to mission execution day and notifying the mission requester and support agencies scheduled on the CSE mission of these changes. The JTTOCC/RCS and MMS will coordinate all mission changes on execution day. All mission changes involving R2915B, Shoreline, E/W Corridor, and N/S Corridor airspace to include blackboard missions will be coordinated through the CAMMP to ensure mission supportability.

4.3.8. Blackboard Mission.

4.3.8.1. A late CSE Mission Request (not meeting the on-time mission submittal cutoff) is designated as a Blackboard mission. Blackboard missions are requests considered to satisfy mission essential requirements but will not have the normal 96 TW priority assigned to the JON. All Blackboard missions will be reviewed and considered, but missions submitted on time will take priority based on prior commitment of resources. Blackboard mission requesters are encouraged to verify, to the maximum extent possible, the availability of resources prior to mission submittal. All Blackboard mission requests must be reviewed by 96 OSS/OSOQ ERSMO for the assignment of frequency resources.

4.3.9. Scheduled Hold Mission.

4.3.9.1. In certain instances when two missions request the same or similar resources, the 96 OSS/OSO Scheduling Office may place the lower priority mission on Scheduled Hold status. This will normally occur when the higher priority mission is a backup but is not a requirement. If the initially requested resources become available NLT 1200-hours the duty day prior to mission execution, the Scheduled Hold mission will be scheduled. The 1200-hours cutoff time may be extended with approval of 96 OSS/OSO Current Operations Flight Chief.

4.3.9.2. For scheduling purposes, the Scheduled Hold mission is treated the same as a scheduled mission. If the requested resources do not become available, the Scheduled Hold mission is Non-Scheduled, the mission submitter notified, and the appropriate Non-Scheduled code is annotated.

4.3.10. Mission Cancellations, Changes, Deletions, or Safety Holds.

4.3.10.1. The 96 TW Daily Operations Order is published NLT 1600 hours three duty days prior to the mission execution date. Prior to this time, it is the mission requester's responsibility to frequently monitor their mission status. The published 96 TW Daily Operations Order shall be reviewed by the CAMMP to identify and resolve airspace conflicts/issues regarding ATC supportability. The CAMMP will notify/coordinate potential impacts with 96 OSS/OSO; ATC supportability issues that cannot be resolved by 96 OSS/OSO may result in the lower priority mission being non-scheduled. The 96 OSS/OSO Scheduling Office will notify mission requesters, and all support agencies scheduled on the CSE mission on all changes affecting their mission after the 96 TW Daily Operations Order is published.

4.3.11. Accounting for Missions.

4.3.11.1. All requested missions, unless withdrawn, will be accounted for as scheduled or nonscheduled by 96 OSS/OSO Scheduling Office and/or JTTOCC. Scheduled missions will be further qualified as conducted, aborted, or cancelled using cancellation reason codes in [Attachment 2](#). Nonscheduled missions will use reason codes in [Attachment 3](#).

4.3.12. Off-Base Testing.

4.3.12.1. 96 TW test missions conducted at locations other than Eglin that require 96 TW aircraft will require the submission of a mission request through CSE for recording and tracking purposes. These requests will be entered into CSE by the appropriate agency. CSE Mission Requests must include a remark that the mission is being conducted at a TDY location and include the test location. The procedures for reporting results for 96 TW missions conducted within the Eglin complex also apply to 96 TW missions conducted away from Eglin.

4.3.13. 53 WEG Drone and/or E-9 Aircraft Mission Support.

4.3.13.1. Procedures for requesting 53 WEG drone and/or E9 aircraft resources are outlined in 53 WEG Instruction 11-250, *53 WEG Air Operations*. Mission requesters are required to coordinate with the 53 TSS/OS prior to submitting CSE Mission Requests with 53 WEG drone/E-9 and RCF resources. Failure to coordinate may result in 53 WEG Drone and/or E-9 non-support.

4.3.14. Distributed Test Operations (DTO) Missions.

4.3.14.1. DTO is defined as all operations where an Air Force Test Center (AFTC) Wing or Complex leverages capabilities or resources existing outside of that organization. These capabilities or resources to be leveraged may exist within the other AFTC Wings/Complex or outside of the AFTC. The level of complexity may range from the synchronization of multiple individually independent test operations whose execution are dependent upon the successful execution of other independent test operations, to synchronized concurrent test operations involving geographically separated ranges, control rooms, and other assets. DTO mission scheduling will be IAW AFTC DTO Standard Operating Procedures (SOP) v1 (5 October 2017).

4.4. Management Emphasis (ME).

4.4.1. ME is a special request used by programs that require missions to be executed on a specific date/time or as soon as possible. ME provides a mission with increased management attention towards meeting mission schedule requirements and may be scheduled over other higher priority missions in some situations (for individual missions; not out prioritizing a program's entire series of missions). Reasons for ME include, but are not limited to, an approaching acquisition milestone or Higher Headquarters (HHQ) direction.

4.4.2. It should be noted that requested ME does not necessarily mean the missions are guaranteed to make the schedule. All missions requesting ME will be worked on a case-by-case basis. Program justification and impact to other mission activity will be the determining factor in approving ME.

4.4.3. Any test or training program utilizing the ETTC may request ME, but requests must be endorsed by the requesting unit's squadron commander / joint equivalent (or higher) or deputy. It should be noted that requesting ME does not necessarily mean the missions are guaranteed to make the schedule. 96 OSS/CC is the decision authority when an ME request requires a change in ERCF or JTTOCC operating hours, or when the ME request is a conflict with Tier 1B allocations. All missions requesting ME will be worked on a case-by-case basis and annotated on schedule forecasts to 96 TW/CC for awareness. Program justification and impact on other mission activity will be the determining factor in getting ME missions on the schedule.

4.4.4. Missions requiring 96 CES EOD support on normal duty days (Tuesday-Friday), they will provide up to three (3) EOD Range Teams and one (1) EOD Range Standby Team for test mission support. 96 CES EOD team will provide test support on Mondays under the following stipulations: a.) The last Monday of each calendar month is hereby designated as a 96 CES EOD training day. Routine test support will not be available. b.) For all other Mondays, organizations may request EOD support for one (1) EOD Range Team (consisting of one Team Leader and one Team Member) without submitting an ME request. c.) Any request for Monday EOD support on Federal Holidays, 96 TW training/family days, or the designated EOD training Monday will require the submission of a ME request to 96 OSS/OSO for coordination and approval.

4.4.4.1. 96 CES/CC retains the authority to modify EOD support, and this policy, should issues arise concerning frequent test cancellations, negative impacts on unit training and deployment readiness, or significant increases in operational tempo for other mission sets.

4.5. Replacement Missions/96 TW Aircraft Configurations

4.5.1. Minor changes may be made to the CSE Mission Request. The 96 OSS/OSO Scheduling Office has the option to require a new mission request to be submitted if the change is of such an impact that a formal CSE replacement mission is necessary.

4.5.2. CSE replacement 96 TW aircraft configurations will be submitted to the 96 OSS/OSO Scheduling Office for major configuration changes. Minor configuration changes to include changing and/or adding serial numbers, fuel loads, or configuration remarks will not require replacement configurations to be submitted. 96 OSS/OSO Scheduling Office aircraft schedulers will make the changes in CSE. 96 OSS/OSO Scheduling Office aircraft schedulers will make the determination on the replacement submittal requirement based on the complexity and number of changes being requested. AF Form 2407 process rules, specified in DAF 21-101 96 TW SUP, will apply.

4.6. Scheduling 96 MXG Munitions Support

4.6.1. This section establishes procedures for obtaining 96th Maintenance Squadron (96 MXS) Munitions Flight support and munitions using the CSE Mission Request.

4.6.2. Test engineers and schedulers submitting CSE missions for munitions support must be familiar with and ensure compliance with the following directives:

4.6.2.1. AFMAN 21-201, Management and Maintenance of Non-Nuclear Munitions.

4.6.2.2. 96 TWI 21-101, *Local Technical Order Writing Procedures*.

- 4.6.2.3. 96 TWI 21-202, *Munitions Technical Data*.
- 4.6.3. CSE mission submitters must ensure that the JON that missions are submitted against have an allocation for the desired munitions prior to mission submittal. Any allocation shortages must be resolved by the CSE Munitions Organization Manager.
- 4.6.4. CSE Organization Managers are responsible for accomplishing JON transfers in CSE. Organization Managers can only move allocations between JONs under their organization. To transfer from one organization to another requires coordination with the 96 MXS Munitions Accountability Element.
- 4.6.5. CSE Organization Managers coordinate with other Organization Managers to co-allocate non-expendable asset(s), such as captive carry missiles or inert General-Purpose Bombs. Organization Managers can only co-allocate assets that are issued to their organization/JON. Once the Organization Managers agree on the co-allocation, the owning Organization Manager completes the co-allocation in CSE.
- 4.6.6. Munitions buildup missions must be submitted seven duty days prior to a delivery mission.
- 4.6.6.1. Buildup missions must be submitted for all munitions that are not in operational configuration (i.e. GBU builds, APKWS builds, 105MM fuzing, etc.).
- 4.6.7. Mission submitters must ensure munitions selected on CSE delivery missions have an on-hand quantity in CSE. Although the CSE software allows mission submitters to select munitions with zero (0) on-hand balances, the munitions assets are not available for use and will not be delivered. Any on-hand shortages will be resolved by the CSE Organization Manager.
- 4.6.8. Munitions Control is the focal point for all munitions support/mission issues.
- 4.6.9. 96 OSS/OSO Scheduling Office will determine priority for limited-availability munitions (i.e., CATM-120D missiles).
- 4.6.10. Test Engineers (TE) will provide comments in CSE to identify if munitions are for back-up missions.
- 4.7. Aircraft vs Aircraft Shared Range Space Utilization (AvASRSU); Hazard Area Avoidance for Test/Training Aircrew (HAAFTA); Ground Range Restriction
- 4.7.1. Concurrent use of air and ground space by ETTC test and training users is vital in ensuring efficient use of ETTC critical resources. 96 OSS/OSO Scheduling Office uses three means to schedule and facilitate conduct of concurrent use: AvASRSU, HAAFTA, and Ground Range Restrictions.
- 4.7.2. Aircraft vs Aircraft Shared Range Space Utilization (AvASRSU). AvASRSU is defined as two or more separate scheduled flight test or training missions with aircraft being conducted in the same or overlapping airspace(s). The AvASRSU is an agreement on how aircraft operating on separate scheduled missions will execute concurrent use of scheduled airspace. AvASRSU agreements are restricted for use by manned aircraft

sharing scheduled airspace with other missions that have manned aircraft. AvASRSU agreements are not used for aircraft avoiding ground-based mission hazards (safety footprints). Nor are AvASRSU agreements used for ground vs ground mission conflicts for concurrent use. The following procedures describe the process to schedule and utilize AvASRSU agreements for separate but compatible missions. These procedures are applicable to all Eglin range users conducting flight test and/or training missions.

4.7.2.1. Missions that may qualify for AvASRSU agreements will be identified by 96 OSS/OSO Scheduling Office during the scheduling process. 96 OSS/OSO Scheduling Office will notify the aircraft mission requester of the lower priority aircraft mission that a AvASRSU agreement is a possibility and will place the aircraft mission on “shared aircraft vs aircraft airspace alert.” Every effort will be made to deconflict by time, space, and/or altitude prior to generating any AvASRSU agreement.

4.7.2.2. 96OSS/OSO Scheduling Office will send the AvASRSU agreement template, via CSE, to the lower priority aircraft mission POC, who is responsible for ensuring the coordination is completed with all missions listed on the AvASRSU and submitted back to 96 OSS/OSO for approval. Every effort should be made to complete the process by COB two duty days prior to aircraft mission execution. However, if the agreement is not reached between all missions listed on the AvASRSU prior to 1200 hours on the duty day prior to mission execution day, the lower priority aircraft mission will be non-scheduled. To cut down on the overall number of AvASRSU agreements in the system, the 96 OSS/OSO Scheduling Office may elect to send the AvASRSU to a higher priority mission POC if warranted. An example would be a higher priority aircraft mission sharing with five lower priority aircraft missions; instead of five separate AvASRSU agreements being generated, a single AvASRSU would be sent to the higher priority mission, who would be responsible to coordinate with all missions listed on the AvASRSU. The higher priority mission would still have scheduling priority when generating the sharing agreements with all missions listed on the AvASRSU.

4.7.2.3. The AvASRSU coordination/analysis should be conducted face-to-face between both mission POCs and aircrews if feasible, otherwise telephone and e-mail is acceptable. Regardless of how coordination is accomplished, mission POCs are responsible for ensuring aircrews and ground personnel are fully briefed on how the aircraft missions will safely operate in the same or overlapping airspace concurrently. In addition, mission POCs will provide each aircraft commander flying with that mission number a digital or hardcopy of the AvASRSU from CSE once it is approved and a digital or hardcopy of the drawn profiles depicting the conflict. Priority is not to be used as a determining factor as to feasibility of aircraft vs aircraft shared airspace use. Safety considerations may require a review by the appropriate safety personnel.

4.7.2.4. Mission information for affected aircraft missions will be generated by CSE. Each aircraft mission POC will indicate that they have discussed the deconfliction procedures signing off in the appropriate area on the CSE AvASRSU.

- 4.7.2.5. The large block at the bottom of the form will be used by the aircraft mission POC to describe specific details concerning how the aircraft missions have been deconflicted (e.g., aircraft mission #1 will remain south of range road ###, aircraft mission #2 will remain below XXX MSL). A detailed and complete description of all aircraft vs aircraft agreements must be entered. Generalized statements such as “aircraft deconfliction will be made real-time” or simply “aircraft will avoid each other” are not acceptable; you must state specifically how aircraft vs aircraft deconfliction will occur.
- 4.7.2.6. After all aircraft vs aircraft coordination is properly accomplished with the higher priority aircraft missions, the lowest priority aircraft mission POC will submit the completed AvASRSU to the CAMMP who will review the AvASRSU and either approve or disapprove.
- 4.7.2.7. During the aircraft mission pre-briefs, the respective aircraft mission TE/Project Officer (PO)/Mission Officer In Charge (OIC)/Unit Operations Desk and aircrew will cover all aspects of the AvASRSU agreement. If questions arise as to the ability to safely conduct either aircraft mission, an attempt will be made to resolve the conflicts. If there is not sufficient time or conflicts cannot be resolved by 30 minutes prior to take-off time, the lower priority aircraft mission will be canceled for airspace conflict.
- 4.7.2.8. 96OSS/OSO Scheduling Office will ensure O&M range personnel on manned ranges have access to AvASRSU information.
- 4.7.2.9. Aircrew not aware of their AvASRSU will be put on a safety hold.
- 4.7.3. Hazard Area Avoidance for Test/Training Aircrew (HAAFTA). CSE utilizes the HAAFTA feature to publish ground hazard areas to avoid for aircrew operating in the overland portions of the ETTC. The ground-based hazard areas are scheduled ground missions in CSE that have an associated Safety profile that has a scheduled hazard altitude that extends above the ground. The HAAFTA process is exclusively for hazard area avoidance by aircraft operating over the range and is a means for ensuring aircrew are aware of hazardous ground activity that must be avoided. The HAAFTA process only applies to aircraft flight missions scheduled in CSE.
- 4.7.3.1. 96OSS/OSO Scheduling Office will place aircraft flight missions that have HAAFTA restrictions on alert in CSE.
- 4.7.3.2. Each aircrew scheduled on an aircraft flight mission that will operate in the overland portion of the ETTC must review the CSE HAAFTA feature to define applicable hazard areas that require avoidance by flight mission aircrew.
- 4.7.3.3. Each HAAFTA schedule will be accompanied by a revision designator. An example would be 4 July 2022 HAAFTA Rev B. Each published revision will include a summary of changes from previous revisions.
- 4.7.4. Ground Mission Restrictions. Ground Mission Restrictions are designed to place ground missions on alert of another ground activity for concurrent use and/or avoidance. Ground mission restrictions are only used for scheduled mission ground space avoidance and/or concurrent use of other mission scheduled ground space.

4.7.4.1. The Ground Mission Restrictions are designed to deconflict the ground space. Ground Mission restrictions do not apply to aircraft nor aircrew.

4.7.4.2. Ground Mission Restrictions will be “must avoid” or “concurrent use”.

4.7.4.3. 96 OSS/OSO Scheduling Office will place missions with ground restrictions on alert in CSE. Additionally, all impacted missions will be included on the alert, regardless of priority and even if only one mission is avoiding another.

4.7.4.4. The mission POC will acknowledge the alert NLT one day prior to the mission execution day.

4.8. Scheduling Supersonic Flights Over Land Ranges

4.8.1. Users requiring overland supersonic flight must contact 96 OSS/OSO Airspace Manager 30 days prior to mission execution.

4.8.2. Only R915/range B-70 is approved for supersonic flight tests over land below FL300. Supersonic flights will be flown IAW EAFBI 13-204, *Air Operations*.

4.8.3. All supersonic missions in R2915 using range B-70 will be scheduled using the normal CSE scheduling cycle.

4.8.4. On the CSE Mission Request, a supersonic flight mission request must be clearly indicated.

4.9. Quiet Period

4.9.1. A quiet period may be requested for ceremonies on Eglin or Duke Airfield or the Avenue of Flags (Bldg. 1) when noise reduction from aircraft operations, airfield ground support equipment, and airfield vehicles is required. Quiet period requests will be limited to 30 minutes. Events for O-6 and above may be granted 60 minutes when requested.

4.9.2. To request a quiet period, submit all required details to 96 OSS/OSO Scheduling Office as soon as possible but no later than 1200 hours Wednesday, two weeks prior to the week of the event. For any questions or concerns regarding quiet hours contact 96 OSS/OSO Scheduling Office. 96 OSS/OSO Scheduling Office will deconflict mission activity from the quiet period request, and work conflicts with the flying units or event requestor. The 96 OSS/OSO Scheduling Office will notify flying units with scheduled operations affected by or adjacent to the quiet period no later than 1 week prior to the event. 96 OSS/OSO Scheduling Office will notify OSAM (and OSBM for “Duke Restriction”) 48 hours prior to the event for NOTAM actions.

4.9.3. Quiet period requests must include:

4.9.3.1. Type of ceremony (basic description)

4.9.3.2. Presiding Officer

4.9.3.3. Date, time and location (to include building number or apron nomenclature)

4.9.3.4. Coordination POC (to include name, email and work phone number)

4.9.3.5. Category of restriction (see 4.9.4. for descriptions)

4.9.4. Quiet period requests will be for one of the following categories. The category name is all that is required for coordination as outlined in 4.11.3.5. If the categories do not fit your event, contact 96 OSS/OSO for specific requirements and capabilities.

4.9.4.1. “West Restriction”: Primarily used for events West of Runway 12/30 to include the 33d Apron. No fighter aircraft departures allowed on any runway. Arrivals will be allowed to recover via straight-in to a full-stop to Runway 02/20. Runway 12/30 may still be used for commercial airline aircraft, emergency aircraft, or if Runway 02/20 is not available. No military aircraft taxi operations, engine run-ups or ground support equipment operations on any parking ramps, taxiways, or hangars southwest of Runway 12/30 between Taxiways C and E. Taxiing on Runway 12/30 is permitted.

4.9.4.2. “East Restriction”: Primarily used for events East of Runway 02/20 to include King Hangar and the Test Apron. No fighter aircraft departures allowed on any runway. Arrivals will be allowed to recover via straight-in to a full-stop to Runway 12/30. Runway 02/20 may still be used for commercial airline aircraft, emergency aircraft, or if Runway 12/30 is not available. No military aircraft taxi operations, engine run-ups, or ground support equipment operations on any parking ramps, taxiways, or hangars east of Runway 02/20 between Taxiways H and M. Taxiing on Runway 02/20 is permitted.

4.9.4.3. “King Restriction”: Incorporated in East restriction.

4.9.4.4. “Flags Restriction”: Primarily used for events at bldg. 1. Aircraft will not be allowed to overfly bldg. 1.

4.9.4.5. “Duke Restriction”: Primarily used for events at Duke Airfield. No aircraft traffic pattern or taxi operations, engine run ups, ground support equipment, or vehicle operations on the airfield excluding vehicles responding to an emergency.

4.10. Road Closures

4.10.1. Road closures on the Eglin Reservation occur daily. To prevent an accident or serious injury, individuals should not attempt to go around closed gates or roadblocks. Contact JTTOCC or Range Supervisor prior to going through ANY closed gate.

4.10.2. 96 SFS will ensure traffic is blocked to those portions of state and county roads that fall within an active safety profile or as deemed necessary by 96 TW Test and Range Safety. If a state/county road is required to be closed for a mission, the 96 OSS/OSO Scheduling Office will notify Public Affairs (96 TW/PA), Fire Department (96 CEG/CEF), and 96 SFS prior to the day of the test/training event.

4.10.3. 96 OSS/OSO Scheduling Office will distribute a road closure schedule and update as changes occur. Contact 96 OSS/OSO Scheduling Office to be added to the road closure notice distribution list.

4.10.4. The test area supervisor is responsible for blocking range roads impacted by safety profiles. This will be done by closing and securing road gates and/or setting up temporary roadblocks. The test area supervisor will ensure the test area is clear of all unauthorized personnel.

4.10.5. Blocking of roads by training units is prohibited. If temporary roadblocks are required during a mission an approval request must be submitted through 96 OSS/OSPJ Joint Training Office.

5. Mission Coordination.

5.1. 96TW Daily Operations Order

5.1.1. 96 OSS/OSO Scheduling Office will publish the 96 TW Daily Operations Order NLT 1600 hours three duty days prior to execution day. All changes coordinated through the 96 OSS/OSO Scheduling Office after the 96 TW Daily Operations Order publishing will be confirmed via telephone with the appropriate support agency. Mission changes occurring after 1500 hours on the duty day prior to mission execution may not be confirmed until the following duty day. Saturday and Sunday missions are included with the Friday schedule.

5.1.2. 96 TW Daily Operations Order Quality Review. All requesting and support organizations will conduct a quality review of the upcoming 96 TW Daily Operations Order that will be published. The review will include specific aircraft configurations and munitions requested. The review must be completed NLT 1100 hours on the day the 96 TW Daily Operations Order is published. Every effort will be made to confirm the resources scheduled will meet the individual mission requirements and that all support agencies can support those requirements. As a minimum, the following requesting and support agencies are required to conduct the organizational quality review:

5.1.2.1. Requesting Agencies are 40 FLTS, 413 FLTS, 417 FLTS, 780 TS, 46 TS, 96 OSS/OSP, OFP/CTF, 85 TES, 28 TES, 53 WEG, 33 FW, 1 SOW, 24 SOW, 492 SOW, 325 FW, 6 RTB, NAVSCOLEOD, 18 SOTES, AFRL, and 7SFG(A).

5.1.2.2. Supporting Agencies are 96 AMXS Blue, 96 AMXS Red, O&M Contractor Workforce Optimization Center (WOC), 96 MXS Munitions Control, 896 TSS (TSI), LSC, 96 CES EOD, ATC/CAMMP, 96 RNCS (CCF), 96 OSS/OSOQ ERSMO, and Eglin Fire Department.

5.1.2.3. Mission changes after the 96 TW Daily Operations Order is published require significantly more coordination and manpower, thus it is vital that a thorough quality review is conducted prior to publishing and that required changes are passed to schedulers with enough time to complete prior to publishing the 96 TW Daily Operations Order.

5.2. Mission Profiles

5.2.1. A properly coordinated and approved profile for the specified project must be in CSE before scheduling a mission. Procedures for submitting and obtaining approval of profiles are in [paragraph 8](#).

5.3. Operational Requirements

5.3.1. Operating on/in Eglin Land/Water Ranges and Test Areas. Air Traffic Control and flying operations within the Eglin range/test areas will be IAW EAFBI 13-204, *Air Operations*. Range operations and planning will be IAW EAFBI 13-212, *Range Planning and Operations*.

5.3.2. Ordnance Expenditure/Laser Operations/Hazardous Activity Criteria. No ordnance expenditure, laser operations, or other hazardous activity will commence on any test area/range without clearance through two-way radio contact from the Range Control Authority. No ground mission will go HOT on any range until the appropriate Range Control Authority has received approval from JTTOCC/MMS. The Range Control Authority will also notify the JTTOCC/MMS upon completion of activity. EMC is not a Range Control Authority for the purpose of approving ordnance expenditures.

5.4. Unmanned Test Areas/Ranges

5.4.1. Ground Missions.

5.4.1.1. Ground missions expending ordnance, conducting laser operations, or other hazardous activities on unmanned test areas/ranges (A-77, A-78, A-73, and B-7) will contact JTTOCC/MMS (*Wolfcall*) via Radio/LMR or telephone (secondary) and obtain clearance prior to expenditure of ordnance or going HOT. The appointed Range Safety officer for the training operation will ensure the area is clear and conditions established in the TD have been complied with, along with requirements and limitations set by 96 TW/SE in the Safety Appendix before requesting a clearance.

5.4.1.2. For HOT ground missions on unmanned ranges, the test engineer or designated representative must always maintain two-way contact with the JTTOCC/MMS and must advise the JTTOCC/MMS prior to going HOT and when the area is COLD.

5.4.2. Air Missions.

5.4.2.1. Aircraft will contact EMC for clearance into the restricted area prior to entry. Restricted area clearance is not permission to expend ordnance on the test area. All aircraft expending ordnance, conducting laser operations, or other hazardous activities on unmanned test areas/ranges (A-77, A-78, A-73, A-79, and B-7) will check in/out for clearance with JTTOCC/MMS (*Wolfcall*). Initial clearance to expend ordnance will be given by JTTOCC/MMS (*Wolfcall*). After initial clearance is received, aircraft will return to mission frequency and advise mission control on termination of ordnance delivery. Aircraft will notify JTTOCC/MMS (*Wolfcall*) when ordnance delivery is complete.

5.4.2.2. Scheduled Unmanned Aerial Vehicle (UAV) activity shall contact the JTTOCC/MMS for activation of scheduled airspace and notify the JTTOCC/MMS when mission is complete.

5.5. Manned Test Area/Ranges

5.5.1. Aircraft will contact EMC for clearance into the restricted area prior to entry. Restricted area clearance is not permission to expend ordnance on the test area. Air missions expending ordnance, conducting laser operations, or other hazardous activities on any manned test area/range will establish and maintain positive radio contact with the Test Area Controller and obtain clearance prior to commencing any HOT activity. CCF *Chamber* may assume Test Area Controller authority for missions controlled by CCF. In the event positive contact with the Test Area Controller or CCF cannot be established and/or maintained, air missions will contact JTTOCC/MMS (*Wolfcall*) for assistance. EMC does not have approval authority for hazardous activity.

5.5.2. For ground detonations, laser operations, or other hazardous activity, the test area supervisor must obtain clearance from the JTTOCC/MMS. The JTTOCC/MMS will coordinate with EMC to sterilize the required vertical airspace. If air missions are conducted within the requested vertical airspace, final decision on priority will be made by JTTOCC/MMS Senior Controller.

5.5.2.1. The test area supervisor will ensure the area is clear and conditions established by 96 TW/SE in the TD and Safety Appendix have been complied with before requesting a clearance.

5.5.2.2. The test area supervisor will notify the JTTOCC/MMS when the detonation, laser operations, or other hazardous activity is complete. JTTOCC/MMS will in turn notify EMC.

5.5.3. Any person or group not officially assigned duty at a land test area, or not supporting a scheduled mission, must have a “Z clearance” before entering a closed area or unmanned range. Procedures for obtaining Z clearances are in [paragraph 10](#).

5.5.4. Ground parties scheduled at Test Area B-6 will check with 6 RTB operations prior to conducting test/training activity.

5.6. Changes in Mission Status/Alerts

5.6.1. The JTTOCC (RCS and MMS) is the coordinating agency for changes to the 96 TW Daily Operations Order after 1600 hours, the duty day prior to mission execution. All changes will be coordinated with the TE/Project Officer (PO)/Mission OIC involved, but the 96 OSS/OSO Current Operations Flight has final authority to alter, cancel, add, hold, delay, or otherwise change the 96 TW Daily Operations Order.

5.6.2. Missions on alert status are missions that have not been finalized due to several reasons to include O&M Contractor briefings/resources, aircraft maintenance, frequency, range setup, munitions allocations, safety, 96 CES EOD, TD, technical data, and shared range space. The mission alert condition, in some cases, must be resolved by 1200 hours one duty day prior to mission execution. Those mission alerts will not be allowed to execute while in a mission alert status. Some mission alerts, such as airspace alert due to an SRSU agreement, will stay with the mission through execution.

5.6.3. Preventing Alerts. The test engineer can prevent most alerts by ensuring the following:

- 5.6.3.1. The 96 TW TD and changes to support requirements are in the hands of all support activities/agencies concerned.
 - 5.6.3.2. The appropriate O&M Contractor WOC, 96 CEG, and 96 CES EOD personnel are briefed no later than 1000 hours the day before mission execution.
 - 5.6.3.3. The profiles are on file with the O&M Contractor WOC.
 - 5.6.3.4. Requested munitions have been allocated, built-up, and are in CSE prior to mission submittal.
 - 5.6.3.5. Approved checklists are developed, coordinated and available to squadron weapons loading, maintenance personnel and aircrews.
- 5.6.4. 96 OSS/OSO Scheduling Office will consider mission change requests only from the person designated on the CSE Mission Request, the list of responsible POCs for a specific JON listed in CSE under Mission Support/JONs/Mission Submitters, or from designated liaison offices or control activities/agencies within an organization. Mission submitters will make every effort to accurately preplan their mission before submitting requests and ensure accurate POC information is reflected on the CSE mission request.
- 5.6.5. All requests for mission changes are accepted on a tentative basis subject to confirmation that all agencies involved can support the proposed mission change. Under certain conditions, 96 OSS/OSO scheduling Office may request a replacement mission. Replacement missions may be required when there are changes to munitions federal stock numbers, changes too numerous to annotate on the present form, or a change is made from a COLD to a HOT mission after the 96 TW Daily Operations Order is published.
- 5.6.5.1. Replacement missions when changing from test to task, or air to ground. 96 OSS/OSO Scheduling Office will not normally allow changes that take a test mission to a task mission, a flight test or training mission to a ground test (or task) or training mission, or otherwise significantly change the mission type. The original mission will be non-scheduled or cancelled, and a replacement mission will be required.
- 5.6.6. The CSE Mission Request is a historical documentation of the mission. 96 OSS/OSO Scheduling Office will make the following notations regarding mission changes on the CSE Mission Request form (after 96 TW Daily Operations Order publishing):
- 5.6.6.1. Type or nature of change.
 - 5.6.6.2. Name of individual requesting the change.
 - 5.6.6.3. Date and time change was made.
 - 5.6.6.4. Personnel/agencies notified of change.
- 5.6.7. If a mission is ground aborted or canceled, a failure or cancellation code will be assigned and noted on the CSE Mission Request. In the event of disagreements over the failure/cancellation codes, the test engineer, in concert with the 96 OSS/OSO Scheduling Office, will make the final determination. The authorized codes and reasons for failure or cancellation (see [Attachment 2](#)) will be entered on the CSE PMR. Up to three codes may be assigned with the sum of the percentages totaling 100%.

5.7. Fire Danger Conditions

5.7.1. The following are mission restrictions and suppression considerations based on Fire Danger:

5.7.1.1. Fire Danger Low. No restrictions on missions. No difficulty in control or mop-up expected.

5.7.1.2. Fire Danger Moderate. No restrictions on pyrotechnics. A fire watch is required to be posted for a minimum of 20 minutes after use of pyrotechnics has been completed. Little difficulty in control or mop-up expected.

5.7.1.3. Fire Danger High. Use caution with pyrotechnics and post a fire watch for a minimum of 30 minutes after use of pyrotechnics has been completed. Extra precautions required for campfires. Control of wildfires through direct attack may be difficult and mop up efforts become more time consuming.

5.7.1.4. Fire Danger Very High. Restrict pyrotechnics to hand-thrown simulators or smoke grenades, no tracers authorized. No Flares below 1,000 feet AGL. Use simulators or grenades only on roads or in pits. Cleared areas for pyrotechnics should be a minimum of 1.5 times the blast radius. No campfires on Eglin. High intensity burning will make control significantly more difficult. Fires can spread rapidly and require significant resources for control and mop up. Aircraft are more likely to be used in suppression efforts, interfering with airspace and/or mission activity.

5.7.1.5. Fire Danger Extreme. No Pyrotechnics allowed without prior approval from the Wildland Fire Program Manager or their designee at the AF Wildland Fire Center located at Jackson Guard. Expect extreme, erratic fire behavior. A 100% commitment of AF Wildland Fire Branch Firefighters and presence of outside agencies, including various fire suppression aircraft is likely. Air space restrictions are likely to be in place at fire scene(s).

5.7.2. For Fire Danger Very High and Fire Danger Extreme, the 96 OSS/OSO Scheduling Office will review all overland HOT mission activity to include liver and inert munitions testing, with Jackson Guard the duty day prior and place the appropriate missions Safety Alert. If the mission activity is deemed unsafe and the risk of starting a fire cannot be mitigated, the mission will be cancelled by the Scheduling Office or on execution day by JTTOCC/RCS.

5.7.3. Mission personnel must report all mission caused wildfires to the JTTOCC/MMS as soon as possible so that the JTTOCC/MMS can notify the Jackson Guard AF Wildland Fire Center. Wildfires on known Unexploded Ordnance (UXO) contaminated ranges, A-77/A-78/A-79/B-7, C52N/W, C-62, and C-72 will be reported to the JTTOCC/MMS. The JTTOCC/MMS will coordinate with 96 CES EOD and Jackson Guard to close the range and ensure evacuation of all personnel for max fragmentation distances. The JTTOCC/MMS will place all appropriate missions on alert and not allow any mission activity until cleared to do so by 96 CES EOD and Jackson Guard.

5.8. Air Refueling Tanker Support

5.8.1. 96 OSS/OSO Scheduling Office is the central point of contact for managing the Air Refueling Tanker Program supporting 96 TW test missions. The 96 OSS/OSO Scheduling Office will coordinate tanker availability and assign tanker assets to test missions as requested. 96 OSS/OSO Scheduling Office will ensure tanker crews are briefed on air refueling requirements.

5.9. Coordination with 20 SPCS to Penetrate R-2917/SPADATS Airspace

5.9.1. Mission re-distribution coordination can take up to several weeks, and if approved, remains subject to real-time cancellation by US Strategic Command Mission Directors. To acquire permission to penetrate R-2917 and avoid inadvertent Electrical Explosive Device (EED) activation, potential loss of life, and critical flight resources, the following actions must be completed:

5.9.1.1. NLT forty-five days before planned mission, the test engineer will advise 20 SPCS/ DO of intention to penetrate R-2917. Include date, time, and duration of each penetration.

5.9.1.2. The 20 SPCS/DO will review scheduled radar activity and request downtime from the controlling agency to support the mission.

5.9.1.3. Upon controlling agency response, 20 SPCS/DO will inform 96 OSS/OSO Scheduling Office of the unit's support posture and limiting factors that may exist.

5.9.1.4. On execution day, the JTTOCC will coordinate with the 20 SPCS Mission Operations Center (MOC) to ensure C-6 radar is not transmitting. The real-time coordination with 20 SPCS will be established NLT 45 minutes prior to mission aircraft penetration of R-2917 airspace.

5.10. Eglin Range Spectrum Management Office (ERSMO)

5.10.1. 96th Range Support Squadron (RANSS) FCA facilities (TS A-6, TS D-3, and TS D-4) and mobile vans are established to monitor and record those signals identified as critical to the conduct of a mission and to detect, analyze, locate, and record extraneous signals that may interfere with the mission IAW AFI 33-580 and EAFB Supp 1. 96 RANSS fixed and mobile FCA facilities monitor the frequency bands between 20 MHz and 18 GHz with limited capability up to 40 GHz.

5.10.2. The systems provide 96 TW with a quick-reaction capability to locate unauthorized radiation that may have adverse effects on test missions or other electromagnetic operations. Results of mission frequency monitoring are delivered to the 96 RANSS FCA Range Engineer, 96 OSS/OSO ERSMO, and the GAFC Office upon request for review and cataloging. Unauthorized signals can be identified, located, and appropriate action initiated for elimination.

5.10.3. Radio frequency interference (RFI) will be investigated to the maximum extent possible in real-time, with the intent of eliminating the interfering source. All investigations and attempts to identify and eliminate the RFI to scheduled test missions will be coordinated with the GAFC Office as soon as possible. However, real-time investigation and elimination of the RFI source by 96 OSS/OSOQ ERSMO will continue and not be delayed while awaiting contact with GAFC Office. If RFI is suspected or identified from an off-Eglin source, a commercial/civilian system, or a system other than a 96 TW resource, the GAFC Office shall be contacted immediately, and the investigation will proceed with the GAFC Office as lead.

5.10.4. All chaff and ECM conducted in Eglin AFB airspace will be according to EAFBI 13- 204, *Air Operations*, and the applicable project RFA.

5.10.5. 96 OSS/OSOQ ERSMO provides maintenance time for non-test/non-training activity utilizing the RF spectrum. Maintenance time is scheduled in CSE to allow for deconfliction against other scheduled missions and is for ground use only with no priority. Scheduled missions take priority over requested or previously approved maintenance time when the requested frequency usage will or is likely to interfere with a scheduled mission. Minimum information required of the entity requesting maintenance time is name of requestor, call back/cease buzzer telephone number, frequency, bandwidth, power level, location, and time of use.

5.11. Test Airlift Support.

5.11.1. The 417 FLTS/DO is the central point of contact for managing 96 TW assigned or possessed C-130 aircraft for Test Support for 96 TW test missions. Priority will be assigned in accordance with the 417 FLTS Test Priority letter. 417 FLTS/DOO schedulers will coordinate aircraft availability and assign airlift assets to test missions as requested. 417 FLTS/DOO schedulers will ensure aircrews are briefed on test support requirements.

6. Mission Control.

6.1. Joint Test and Training Operations Control Center (JTTOCC)/Radio Call Sign "*Wolfcall*"

6.1.1. The JTTOCC is the single point of contact for execution day air and ground mission management and coordination to include all scheduled mission changes. Test engineers and/or training mission POCs are required to report mission status changes to the JTTOCC/RCS as soon as possible. The JTTOCC consists of two sections: 1) Mission Management Section (MMS), and 2) Resource Coordination Section (RCS). MMS "*Wolfcall*" may be contacted on UHF 276.0 MHz.

6.2. Central Control Facility (CCF)/Radio Call Sign "*Chamber*"

6.2.1. The CCF provides real-time mission, test execution management, telemetry conversion, data collection, and data processing for specific missions that require its services. The test engineer, safety representative, mission director, and mission controller operate in this location when required. The core set of CCF resources schedulable in CSE (under 'CF') are listed below.

6.2.1.1. ACTL - Schedules an O&M Aircraft Controller and Range Director support for a CCF mission room. The Aircraft Controller will take over airspace management from ERCF ("Eglin Mission") and provide high fidelity aircraft management and vectoring. The Range Director manages and coordinates all O&M land resources, such as telemetry receivers, tracking radars, threat systems, mobile targets, and range camera operations.

6.2.1.2. Director - Schedules an O&M Range Director. Missions using a CCF mission room that have O&M range assets scheduled must have a Range Director scheduled to manage range site coordination.

6.2.1.3. COMM - Provides use of RNCS communications assets such as UHF/VHF/Marine band radios, 'hot mic' from aircraft telemetry, ground nets, and radio lines through mission room communication panels. Scheduling 'COMM' will generally also allocate a CCF mission room for the project, unless only radio line support is needed.

6.2.1.4. CRIIS - Schedules the Eglin CRIIS network, providing a downlink of CRIIS participant TSPI and uplink differential corrections between CRIIS pods on aircraft and CRIIS system at CCF. 1367 and 1374 MHz are the frequencies required for CRIIS.

6.2.2. 96th Range Control Squadron (RNCS) houses the CCF and provides mathematical, engineering, reduction, and analysis of test data from aircraft weapon telemetry and Range sensors such as ground-based mono-pulse tracking radars, GPS instrumentation (ARDS and CRIIS), high-speed cameras, Arena instrumentation, and AAA/SAM threat emitters. Included in this is the development of software for target and drone control under the ATTACS program.

6.3. Eglin Radar Control Facility (ERCF)

6.3.1. The ERCF is divided into two co-located functions:

6.3.1.1. Eglin Radar Approach Control (RAPCON). RAPCON is responsible for providing terminal ATC services within designated airspace.

6.3.1.2. Eglin Mission Control (EMC).

6.3.1.2.1. EMC is responsible for the operational management and monitoring of mission aircraft/ground assets. EMC provides ATC services during ingress (prior to entering mission airspace) and egress (after exiting mission assigned airspace). Once established within mission airspace, EMC maintains airspace integrity for all non-participating aircraft.

6.4. EMC Operations

6.4.1. 96 OSS/OSO Scheduling Office will provide EMC with the schedule of mission activity for Eglin AFB restricted or warning area airspace.

6.4.2. EMC will monitor mission aircraft operating within the confines of R-2914 A/B, R-2915 A/B/C, R-2918, R-2919 A/B, W-151, W-470, Gulf Range Airspace Strategic Initiative (GRASI) Air Traffic Control Assigned Airspace (ATCAA), and airspace delegated/released by the ERCF.

6.4.3. EMC will monitor all mission traffic, within equipment limitations, to support the Eglin range mission schedule, except when the pilot has been advised to maintain visual flight rules (VFR) while operating outside the limits of the special-use airspace. It is the pilot's responsibility to maintain VFR while operating outside the limits of airspace delegated to EMC and comply with Federal Aviation Administration (FAA) requirements.

6.5. Airspace Requirements

6.5.1. Special-Use Airspace (SUA) is the airspace controlled by the FAA and used by 96 TW. Specifically, Eglin SUA is R-2914 A/B, R-2915 A/B/C, R-2918, R-2919 A/B, W-151, W-470, and GRASI ATCAAs. Eglin SUA is requested and released by ERCF/EMC according to the Letter of Agreement (LOA) between the FAA and 96 TW.

6.5.2. The US Navy, Pensacola FL, schedules, and controls Warning Area W-155. For 96 TW missions requiring this airspace, 96 OSS/OSO Scheduling Office will obtain approval from the Fleet Area Control and Surveillance Facility (FACSFAC), Naval Air Station (NAS) Pensacola.

6.5.3. Shoreline S1, S2, S3, S4, S5, S6, S7, S8, and B1 water ranges are separately scheduled areas. The Shoreline airspaces are unique in that they are water ranges that also have associated approach control airspace within them. The Shoreline airspace W-151 S5, S6, and S7 below 23,000 feet is vital to ATC's ability to safely control civilian and military aircraft traffic. The scheduled mission use of Shoreline S5, S6, and S7 airspace below 23,000 feet has impacts to flight safety of air traffic control operations. Therefore, this airspace shall not be scheduled for missions below 23,000 feet without prior coordination with 96 OSS/OSA CAMMP. This is to ensure proper coordination is accomplished to balance military mission execution with the flight safety of non-participating aircraft. Coordination must be accomplished prior to mission submittal. Failure to accomplish prior coordination may result in mission being non-scheduled or cancelled. W-151B1, S1, and S2 are normally provided to Tyndall RAPCON surface to flight FL 230 but may be scheduled by 96 OSS/OSO Scheduling Office or recalled by JTTOCC/MMS for mission requirements.

6.5.4. EMC has no authority with respect to airspace outside of designated restricted or warning areas that have not been made available to EMC for the purpose of conducting missions. When operating outside of 96 TW delegated airspace, restricted, and warning areas, mission pilots are responsible for proper flight planning IAW AFI 11-202V3, *General Flight Rules*, and compliance with Federal Aviation Regulations (FAR).

6.6. Missile Launches and Weapon Releases

6.6.1. EAFBI 13-204, *Air Operations* and the Test/Training Directive outlines detailed responsibilities for 96 TW missile launches and weapon releases. EMC is responsible for airspace surveillance of warning areas designated by the safety officer during the time specified. The position, direction of travel, and approximate speed of any non-participating aircraft detected within the designated warning or controlled training areas will be immediately reported to the safety officer and/or the controlling agency.

6.6.2. For HOT missions within the warning areas, personnel involved will obtain clearance from the appropriate aircraft control authority (generally CCF or military radar unit (MRU) but may be delegated to the flight lead) prior to expending ordnance, dropping objects, conducting laser operations, or reeling out tow targets. Clearance will not indicate the status of the water surface and impact area. This status must be verified as cleared by visual observation or suitable airborne radar.

6.6.3. 96 TW Test and Range Safety Office will notify the US Coast Guard of the requirement for a Notice to Mariners (NOTMARs). The US Coast Guard will, in turn, issue the NOTMAR. The current requirements for public notification of surface waters that will be closed due to mission activity are contained in the National Oceanic and Atmospheric Administration (NOAA) Coastal Pilot.

6.7. Execution Day Airspace/Resource Coordination

6.7.1. The JTTOCC (RCS and MMS) is the single point of contact for mission management and coordination on day of mission execution to include all scheduled mission changes (except for “Scammed Airspace” --see below). The following procedures apply to requesting, coordinating, and approving execution day changes to the 96 TW Daily Operations Order.

6.7.1.1. The mission test engineer (TE) or POC will notify the JTTOCC/RCS as soon as practical when there is a mission status change to include any anticipated delays in scheduled start time. This will allow JTTOCC/RCS personnel to research possible mission extensions and release airspace and/or resources that would otherwise go unused due to a mission starting late, or after the scheduled mission start time. No airspace and/or resource will be released without prior coordination with the mission TE or POC.

6.7.1.2. The mission TE or POC will release any airspace and/or resources not required back to the JTTOCC prior to mission start time or at the earliest opportunity.

6.7.1.3. When requesting mission add-ons, extensions, or requesting additional airspace/ resources, the mission TE or POC will make every effort to determine the availability of airspace/resources prior to contacting JTTOCC/RCS. This information can be obtained in CSE.

6.7.1.4. 96th Maintenance Operations Center (MOC) will notify the JTTOCC/RCS if a scheduled 96 TW or 53 WG aircraft will not make the scheduled crew ready time. The normal crew ready time is 60 minutes prior to the aircraft scheduled takeoff time. The nature of the problem and an estimated time in completion (ETIC) should accompany the notification. The JTTOCC/RCS will then place the mission on aircraft maintenance alert and notify the TE and support agencies of the expected delay. The JTTOCC/RCS, after coordinating with the effected TE or POC, will release any airspace or resources that will not be utilized to other users upon request.

6.7.1.5. Ground test and training mission TEs and/or POCs will notify the JTTOCC/MMS of mission start and stop times, or when reaching/vacating the range, whichever is applicable. **Exception:** This does not apply to Major Ground Test facility (GWEF or J-PRIMES) missions, missions conducted on A22 or A24, or task related missions such as munitions deliveries, range clean ups, and PMF.

6.8. “Scammed” Airspace Procedures

6.8.1. Scammed airspace is defined as airspace assigned to an airborne mission by EMC and will not be scheduled in CSE. Normally, scammed airspace is assigned to missions due to other scheduled mission activity not currently using the airspace, or no scheduled activity in the assigned airspace. Requests include real-time mission extensions and/or changes in assigned airspace. The following procedures and clarifications apply to scammed airspace.

6.8.1.1. Scammed airspace applies to Warning Area W-151 and Restricted Areas R-2914 and R-2915. Scammed airspace in the restricted areas is authorized only if operating above all other scheduled missions.

6.8.1.2. Scammed airspace may be requested by mission aircrew, or the controlling agency such as an MRU for 33 FW or 325 FW training missions. Requests for real-time extensions should be made at least 10 minutes prior to the end of the scheduled range time.

6.8.1.3. Scammed airspace requests will normally not be used for test missions. Exception: Test missions utilizing only airspace and communication frequencies as scheduled range resources.

6.8.1.4. Test and/or training mission utilizing other range resources such as CCF, radars, telemetry, threats, jamming pods and Combat Training System pods (e.g., P5 pod) must contact the JTTOCC/RCS for mission extensions and airspace changes (airspace change requests may be relayed to the JTTOCC/MMS from EMC controllers).

6.8.1.5. Scheduled airspace will have priority over scammed airspace. Mission aircrews utilizing scammed airspace will exit the airspace upon the EMC controller request due to in-bound scheduled mission activity. Scammed airspace will be assigned at the discretion of the EMC controllers based on airspace availability.

6.9. Eglin East/West and North/South Corridor

6.9.1. Eglin corridor operating procedures are defined in FAR 14 CFR Part 93, Special Air Traffic Rules, and letters of agreement with the FAA.

6.9.2. The North/South corridor airspace is from surface up to but not including FL180, bordered on the west by R-2915A/B; on the east by R-2918, R-2914A, and R-2919A; on the north by the southern-most boundary of V-198 and on the south by latitude 30-25-01N. While operating in the north-south corridor, an aircraft must have clearance from ERCF and maintain two-way radio communications while within the corridor. This area is designated as a part of the Eglin Land Flying Area to facilitate aircraft movement to/from Eglin Main/Eglin Auxiliary Field 3 (Duke Field), Destin Airport and the various flying areas identified above. This area is also used in conjunction with the range complexes to support special mission requirements and can only be closed to other users for short periods of time and/or specific altitudes.

6.9.3. The East/West corridor is the airspace from surface up to but not including 8,500 feet under R-2914B and R-2919B; surface up to but not including FL 180 between R-2919B and R-2915C; and surface up to but not including 8,500 feet under R-2915C. Unless otherwise authorized by ERCF, personnel will not operate an aircraft in flight within the east-west corridor without establishing two-way radio communications with ERCF receiving an ATC advisory concerning activities being conducted therein and maintaining two-way radio communications within the corridor.

6.9.4. In addition to these special rules, the following mission scheduling procedures apply:

6.9.4.1. A maximum of two cardinal altitudes separated by 1,000 feet can be requested, except when the north-south corridor is to be closed by NOTAM for testing of long-range air-delivered weapons and missiles. All NSC operations must be coordinated and approved by the CAMMP.

6.9.4.2. Corridor operations, which have not been coordinated with EMC, may result in mission start time being delayed a minimum of 30 minutes.

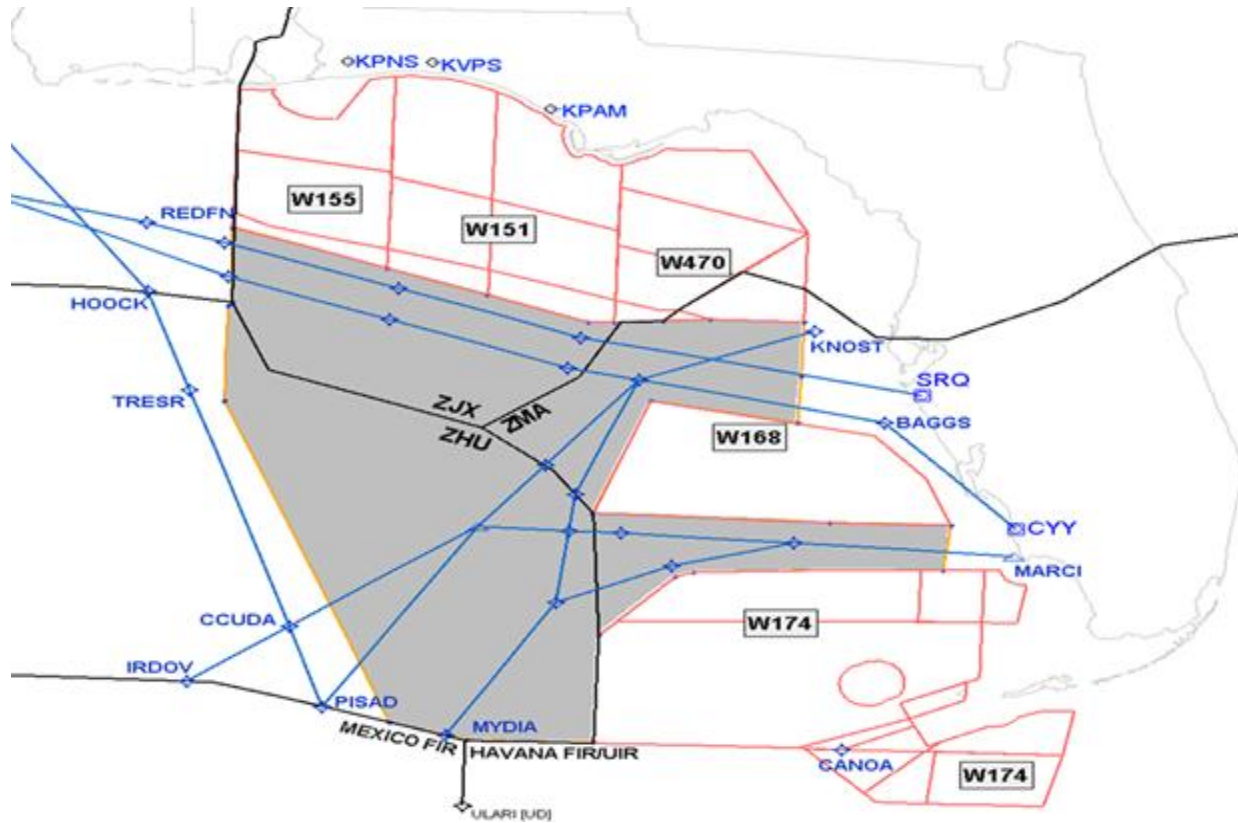
6.10. Fixed Wing Air-To-Ground Gunnery Safety Profile Altitudes

6.10.1. EMC controllers may adjust safety profile altitudes for fixed wing air-to-ground gunnery mission aircraft operating at a fixed altitude within a scheduled Safety Profile, that are not utilizing the full extent (altitude-wise) of the Safety Profile airspace. EMC controllers may allow other mission aircraft to traverse through or use the airspace above the mission aircraft if these aircraft are separated vertically by at least 1,000 feet and the operating gunship is at an altitude of 6,000 feet or higher. Both aircraft (mission and itinerate) should be aware of each other's altitudes and be directed to remain at their respective altitudes when "sharing" the airspace. This only applies to fixed wing (not rotary) air-to-ground "gunnery" mission aircraft.

6.11. Eglin Altitude Reservation (ALTRV) Procedures

6.11.1. The Eglin Water Test (EWT) ALTRV shown in [Figure 1](#), are the schedulable areas south of W-151, W-155, and W-470. These areas are not Warning Areas and are scheduled using an ALTRV request submitted to the FAA Central Altitude Reservation Function (CARF) IAW the LOA between the FAA and 96 TW. Contact 96 OSS/OSO Scheduling Office for specific requirements and procedures.

Figure 1. Eglin Altitude Reservation (ALTRV) Areas (shaded).



7. 6RTB Mission Deconfliction Process for Operations on the Eglin MRTFB.

7.1. **Purpose.** The purpose of the 6RTB mission deconfliction process is to ensure the effective execution of the 6RTB Student Program of Instruction (POI) for each scheduled Class while concurrently allowing for 96TW to conduct priority weapons testing on the Eglin MRTFB.

7.2. **Scope.** The process scope contains three phases, Phase I Mission Planning, Phase II Mission Deconfliction and Mitigations, and Phase III Mission Execution and Deconfliction Operations. Phase I will define the range mission requirements for all users during the specific 6RTB Class and addresses 6RTB Class schedules and scheduled 96 TW weapons test missions that propose a potential for execution conflict or simply labeled conflict identification. Phase II will include the development of a formal deconfliction plan that includes scheduling risk mitigations designed to reduce overall 6RTB effective mission execution risk. Phase III will be the operations order that defines the implementation of mitigation measures to include roles and responsibilities for all parties ensuring safe execution of mission operations.

7.3. Active Test Programs Using Large Safety Footprints

7.3.1. 96 OSS/OSO will maintain a table of active test and training programs that have a large mission safety footprint requirement. The Execution organization must provide the information to 96 OSS/OSO prior to the Test/Training Directive being signed/finalized. The table will include the JON, JON Title, CSE Safety Footprint identification, and remarks that will include forecasted mission requirements. Mission forecasts will be updated as required by the execution organization. Failure to provide the information to include updated mission forecast requirements may preclude the specific mission from being scheduled. The Large Mission Safety Footprint (LMSF) table will be provided to 96 TW Range Safety and a link to the table posted on the CSE Home page.

7.4. Phase I Mission Planning

7.4.1. Phase I will start with the scheduling of a planning meeting between 96 OSO Scheduling Section and the 6RTB Program Manager plus key 6RTB operations personnel. The meeting will be held two weeks prior to the 6RTB Class first Monday (classes start on Saturdays). The meeting agenda will include 6RTB class dates, Ranger class critical days review, LMSF table items, forecasted/scheduled large footprints, and overall Eglin MRTFB forecasted test and training schedules.

7.4.2. The primary objective of the planning meeting is to identify mission execution conflicts between 6RTB class operations and large safety footprints scheduled and/or required by other test and training users. A secondary objective will be the initial development of possible conflict mitigations that will lessen the impact of the 6RTB POI. These may include narrowing the scheduled time window of the large safety footprint mission, changing the execution day of the scheduled large safety footprint mission, seeking safety footprint relief via 96 TW Range Safety for authorized temporary periphery footprint access, or creating real-time coordination procedures for temporary access to safety footprints.

7.4.3. 96 OSS/OSO will produce an initial 6RTB Mission Deconfliction Brief as an output of the Phase I Mission Planning meeting. The briefing will be refined and finalized after the conclusion of Phase II Mission Deconfliction and Mitigations. The finalized brief will serve as the 6RTB mission deconfliction execution plan and will cover the entire period of the specific 6RTB Range Training class. The brief will include class date ID and date span, identified conflicts with large weapon safety footprint missions, mitigations implemented, and real-time coordination procedures to include communication plans as required. The brief will be provided to 6RTB, 96 OSS/OSO Scheduling Section, JTTOCC, Range O&M Contractor WOC, CCF, 96 TW Range Safety, and the test/training team of the conflicting large safety footprint mission.

7.5. Phase II Mission Deconfliction and Mitigations

7.5.1. 96 OSS/OSO, working closely with RTB Program Manager, 6RTB key personnel, and Range Safety, will develop, coordinate, and finalize deconfliction measures that will mitigate and lessen the impacts that large weapon footprints have on 6RTB POI. The deconfliction and mitigation development phase generally runs post mission planning meeting through the Wednesday prior to the start of the 6RTB Ranger Training Class. The goal is to publish the final Mission Deconfliction brief by COB on the Wednesday before the start of the Range Training class. However, test and training mission schedules change, and 96 OSS/OSO will issue amendments to the Mission Deconfliction brief as required and distribution will be documented to ensure receipt by all parties involved.

7.6. Phase III Mission Execution and Deconfliction Operations

7.6.1. Phase III involves the execution of mission operations using the deconfliction and mitigation measures identified in the final 6RTB Mission Deconfliction brief. Communication procedures outlined in the brief will be strictly adhered to in order to ensure safe mission execution for all players.

8. Mission Profiles.

8.1. General

8.1.1. Mission profiles are used to schedule and de-conflict the ground and/or airspace required for missions conducted within the ETTC. Profiles are designed to be efficient and provide the right amount of surface area and/or volume of airspace to meet the requirements of the test or training mission. Profiles are either standard or nonstandard (JON specific) and may be Hot or Cold. The nomenclature of a profile is “Mission Area-Alpha identifier and sequence number.” The Mission Area is the range, Tactical Training Area (TTA) or airspace associated with the mission. The Alpha identifier is “L” for overland air operations, “W” for overwater air operations, “G” for ground activities, or “S” for safety or security profiles. Sequence numbers are assigned automatically when profiles are created. When approved, profiles are stored in CSE and are available for mission scheduling.

8.2. Profile Descriptions

8.2.1. Standard Profiles.

8.2.1.1. Standard profiles have been established for scheduling by any test or training program. A limited number of standard “L” and “G” profiles are available, typically around ranges and TTAs. All “W” profiles are standard and include sub-divisions of W-151 and W-470, as depicted in **Figure 7.1**. Given standard profiles are not designed to a specific program/aircraft, Test Engineers (TE) who elect to use them are encouraged to ensure the profiles meet their users’ mission requirements and efficiently represent their required mission space.

8.2.2. Nonstandard (JON specific) Profiles.

8.2.2.1. Nonstandard profiles are tailored to a specific test or training program. These profiles must be approved for an authorized Test or Training Directive (TD) and will only be scheduled against the assigned program's JON. Nonstandard profiles are developed by the program's TE and routed for coordination and approval. The Livelink collaborative tool is used to coordinate approval of profiles. Once approved, profiles are entered into CSE and are available for scheduling. The JON specific profile development and approval process is documented in [paragraph 7.4](#).

8.2.3. Overland Air Operations Profiles.

8.2.3.1. Overland air operations profiles are identified with an "L" alpha identifier and use EAFB Form 111A/B/C, *Land Range Profile*, to depict the ground track and/or airspace required for the mission. "L" profiles do not include or imply use of the actual ground. A separate "G" profile is required when there is associated ground activity.

8.2.4. Ground Profiles.

8.2.4.1. "G" profiles are used to schedule mission activities on the ground within the land range and typically use EAFB Form 111A/B/C, to depict the mission area. "G" profiles do not include or imply the use of aircraft in the mission area. PMs and TEs cannot schedule HOT G profiles without approval from 96 TW/SEU. "G" profiles will not be scheduled HOT for non-eye safe lasing operations. A separate air operations profile is required when there are participating aircraft.

8.2.5. Safety Profiles.

8.2.5.1. "S" profiles schedule the land area and altitude that will contain hazardous activity or segment space for security reasons. These profiles will generally exceed the boundaries of a specific test area but must be contained within the Eglin land reservation. Safety profiles will identify highways and range roads that must be closed if required. They may include additional safety requirements such as NOTAMs or ground spotters, and procedures for communications with appropriate control facilities. Safety Profiles are only scheduled for overland operations within the boundaries of the ETTC land range. Safety profiles are initiated, processed, and approved by 96 TW/SEU.

8.2.6. Water Profiles.

8.2.6.1. All "W" profiles are standard profiles. The nomenclature for a water profile is "Warning Area Sub-area. W sequence number," e.g., W151A1.W01. There are three schedulable warning areas: W-151, W-470 and W-155. W-155 is administered and managed by NAS Pensacola. The sub-areas to each warning area are further defined in the Flight Information Planning (FLIP) documents and in EAFBI 13-204, *Air Operations*. Within the W-151 subdivision, the shoreline areas (W-151B1, W-151S1, W-151S2, W-151S3, W-151S4, W-151S5, W-151S6, W-151S7, and W-151S8) are used sparingly for test and training missions and must be specifically requested when required. These areas are normally used by Air Traffic Control (ATC) to manage approach control air traffic in and out of coastal areas. When used, the shoreline areas will normally be scheduled in conjunction with other "W" or "L" profiles (e.g., required transition between water and land ranges, proximity to Santa Rosa Island sites).

8.2.7. When land or water profiles are being used to fire, launch, release ordnance, fire a laser or other-directed energy device, release chaff or flares, or other activity defined as hazardous by 96 TW Test and Range Safety, they must be designated as HOT profiles. All HOT Profiles will include minimum/maximum altitudes. A Safety Profile will be required for all “L” profiles that are scheduled HOT where the hazardous activity is expected to impact the surface.

8.2.8. Land, ground, and water profiles that are not hazardous as described in the previous paragraph are designated as COLD profiles. They may encompass any land area, test area or portion of the ETTC.

8.3. EAFB Form 111A/B/C, *Land Range Profile*

8.3.1. EAFB Form 111A/B/C, *Land Range Profile*, is used to define and depict the parameters of profiles used on and over the Eglin AFB land range. EAFB Form 111A depicts the entire land range, EAFB Form 111B depicts the west side of the land range, and EAFB Form 111C the east side of the land range. EAFB Form 111B provides a more detailed depiction of the west side of the range and is used for profiles that can be depicted within its boundaries. Similarly, EAFB Form 111C is used when the profile boundaries fit within the east side of the range. EAFB Form 111A is used when the boundaries of the mission area cannot be wholly depicted on the west or east side forms. The forms can be found in the EAFB electronic forms library.

8.4. Mission Profile Development

8.4.1. TEs are encouraged to develop efficient, JON specific L and G profiles for their programs. TEs will develop and/or schedule the appropriate L or W profile that encompasses the entirety of the danger area identified by 96 TW/SEU, along with all airspace required for flight operations associated with the mission. If an approved profile exists whose lateral boundaries efficiently represent the required mission area, a profile transfer may be executed. Should an existing standard profile efficiently define the required mission area, TEs may use a standard profile.

8.4.2. The parameters of mission profiles include the lateral boundaries of the mission area along with the schedulable minimum and maximum altitudes. Altitudes are referenced to Mean Sea Level (MSL) with ground level defined as “SFC” or 0.0 K feet. Profiles also identify the associated activity as HOT or COLD as defined in [paragraph 7.2.7](#). Additionally, profiles identify the types of aircraft that will use the area, the control facility that will manage the activity, the ranges and/or airspaces that will be activated, and whether the activity will be subsonic or supersonic.

8.4.3. JON Specific Profile Development.

8.4.3.1. JON specific or nonstandard profiles are those tied to a specific program. The naming convention of JON specific profiles includes both the profile name as defined in [paragraph 7.1.1](#) and the program’s JON. JON specific profiles are either newly created and approved or are transferred from an already approved profile/JON.

8.4.3.2. New profiles are developed and maintained in CSE. Within CSE, the “Add Profile” option is available from the Home Page, under the “Resources” menu, “Profile Info” sub-menu. After Add Profile is selected, the submitter will be able to define the parameters of the profile. Upon saving the completed profile request, CSE will publish the profile name following the naming convention defined in [paragraph 7.1.1](#). Detailed instructions on creating profiles are available in CSE under the Home Page, User Documents, Profile Request.

8.4.3.3. After creating a new profile in CSE, the submitter uses the Livelink collaborative tool to coordinate approval of the profile using EAFB Form 111. To initiate the collaborative effort (workflow), navigate to the Livelink Home Page, Enterprise drop-down menu and select 96 TW Document Library. Select the “96 TW Range Profile” folder followed by the “Range Profile ACTIVE Workflow” folder. Within the ACTIVE Workflow, menu options in the “Work Item” panel allow the user to create and initiate the profile request for approval. Within the Work Item panel, the “Attachment” option allows the submitter to edit or upload the appropriate EAFB Form 111. The “Attributes” option allows the submitter to define the naming parameters of the profile as submitted in CSE, to select the 96 TW/SEU POC for the approval process, and to select the Transfer attribute which determines the routing process for approval. For new profiles, the submitter selects “No” for the Transfer attribute. Detailed instructions for preparing and submitting profile requests are available under the “Overview” and “General” menu options in the Work Item panel.

8.4.3.4. A program may transfer an approved profile from another if the mission area boundary efficiently satisfies mission requirements. Transfers retain the lateral boundaries of the mission area but allow changes to the other parameters of the profile. As the mission area is already defined in CSE, the profile transfer process only requires coordination and approval via Livelink using EAFB Form 111. The process is the same as with new profile development except the submitter selects “Yes” for the Transfer attribute as referenced in [paragraph 8.4.3.3](#). Additionally, the submitter identifies the profile request as a transfer with the JON transferred from on the top of the EAFB Form 111.

8.4.3.5. Minor changes to already approved “L” and “G” profiles that do not amend the lateral boundaries of the mission area can be coordinated via email. Changes are coordinated through the Airspace Management Office and the 96 TW/SEU POC. Changes that incur additional coordination will require processing of a new or transfer profile.

9. CSE Post Mission Report (PMR).

9.1. Purpose

9.1.1. The CSE PMR provides 96 TW with mission results and is one of the source documents for the computerized historical file. Training missions are not required to submit a CSE PMR. Test missions are required to have the test engineer/project officer submit a CSE PMR upon mission completion.

9.2. Submitting a PMR

9.2.1. The test engineer/project officer will submit a CSE PMR upon completion of each mission. Classified information will not be included on the form. All CSE PMRs are due COB of following duty day of mission completion. For missions off base, test engineers should call/ e-mail in the results to their organizations for submittal into CSE.

9.2.2. Revised reports will be submitted when previously submitted reports are found to be in error or incomplete. For example, a mission reported as productive is later determined to be nonproductive, or a mission reported as a 1.0 data mission is later determined to be a 0.5 data mission. Revised reports should contain sufficient information to completely replace the original report.

9.3. Explanation of Terms in Post Mission Reports

9.3.1. Completion Status. Self-explanatory.

9.3.2. MOT mission. Answers the question of were you utilizing your method of test?

9.3.3. Wing PROD. Wing productivity in generating aircraft for airborne missions and 96 TW controlled assets for ground missions.

9.3.4. Data Productivity.

9.3.4.1. This is a percentage of data collected versus what was planned to be collected on a mission. For example, a test engineer had planned on completing ten passes on the mission but only five were accomplished. A data productivity of 50% might be assigned. Also, if ten passes were planned and fifteen were accomplished, a data productivity of 150% might be assigned. Data productivity may be reported at up to 999%.

9.3.5. Cancellation/Data Productivity Loss Codes.

9.3.5.1. Up to three different cancellation codes may be used to explain why the mission was canceled. Each code is assigned a percentage. The total percentage must add up to 100%. (See [Attachment 2](#) for a list of approved cancellation codes.) If the mission is conducted but is less than 100% productive versus what was planned, the same codes are used to explain the data productivity loss. For example, ten passes were planned but only seven accomplished due to O&M Contractor manned TSPI radar failure. The code for data productivity loss would be U with 100% of the loss attributed to this reason. Another example, the aircraft were late in taking off because of a fuel system malfunction, resulting in a loss of mission time and ultimately in data productivity loss. In addition to this problem, one of the O&M Contractor manned TSPI radars failed midway through the mission. The two codes for productivity loss would be I for fuel system malfunction and U for TSPI radar failure. A percentage of the loss will be assigned to each code. There could possibly be a third code. The test engineer will decide what codes and percentages apply. The individual data productivity loss codes percentage must always add up to 100% of data loss.

9.3.6. O&M Rating.

9.3.6.1. Test engineers will rate the quality of support the O&M contractor provided on the mission using part two of the CSE PMR.

9.3.7. Remarks: Ground mount missions using 96 TW/53 WG aircraft must include the actual time used for the aircraft.

9.4. PMR Management

9.4.1. 96 TW/XP is the overall manager of the mission results reporting program. 96 TW/XP will ensure that data collected by the PMR are appropriate and consistent with the needs of 96 TW; compile the data necessary to keep 96 TW/CC informed of the impact on 96 TW operations and 96 TW facilities; monitor and control the submission of CSE PMR; and update the Historical File Maintenance and Reports Systems.

10. Eglin Land Range Access Procedures.

10.1. Access to Open Areas of the Land Range.

10.1.1. Open Areas are the areas identified as non-closed areas depicted in EAFBI 13-212, *Range Planning and Operations*, and the TW Range Operations Map (contact 96 TW/XPE to obtain hard copies). Personnel are allowed to enter these areas without prior approval if they are on official business and the area is not scheduled for mission use. You should contact the JTTOCC for daily mission schedules.

10.1.2. All personnel must have a range familiarization hazard briefing to include UXO hazards.

10.1.3. Individuals accessing the reservation for recreation purposes must have in their possession a recreation permit issued by Environmental Directorate Natural Resources Section (Jackson Guard Station). They must also comply with all rules provided in the Eglin AFB outdoor activities map. The public safety range hazards orientation briefing is included when getting this permit.

10.1.4. Jackson Guard will provide a copy of Eglin's Outdoor Recreation Map and any publications showing both closed and open areas to each person receiving an Eglin recreation permit, and organizational dispatch and control centers as requested.

10.1.5. Even open areas of the land range are subject to closure in order to enforce a safety profile and/or schedule military ground training missions that may present a hazard to non-participating personnel.

10.1.6. During short term or daily closures of open areas, 96 RANSS O&M contractor is responsible for controlling access and clearing untracked users to support military operations.

10.2. Access to Closed Areas of the Land Range

10.2.1. Closed Areas are the areas depicted in EAFBI 13-212, *Range Planning and Operations*, and the TW Range Operations Map (contact 96 TW/XPE to obtain hard copies) and are closed to all unauthorized activities.

10.2.2. All personnel entering a closed area of the range must either routinely work in that area, be assigned to support a scheduled mission, or have a “Z” clearance. For unmanned Test Areas A-77, A-78, and B-7, all personnel are required to obtain a “Z” clearance for access to include direct support of a scheduled mission.

10.2.3. A “Z” Clearance is verbal approval by the JTTOCC/MMS to allow a one-time entry into a closed area for a specific time, not to be given more than one hour prior to start time. This is for people on official business but not assigned to a scheduled mission (see exception listed in [paragraph 9.2.2.](#)). The JTTOCC/MMS can be contacted at (850) 882-5800.

10.2.4. Personnel requesting a "Z" clearance must provide the following information to the JTTOCC before entering the closed area:

10.2.4.1. Exact clearance location.

10.2.4.2. Reason clearance is needed.

10.2.4.3. Proposed routes to access the location.

10.2.4.4. Time on location.

10.2.4.5. Number and type of personnel (government, contractor, etc.).

10.2.4.6. Number of vehicles.

10.2.5. When leaving the closed area, personnel must contact the JTTOCC/MMS to terminate their “Z” clearance.

10.2.6. For unmanned Test Areas A-77, A-78, and B-7, individuals must maintain two-way mobile communications with the JTTOCC/MMS in addition to obtaining a “Z” clearance. Cellular telephones are **not** acceptable as the primary means of communication.

10.2.7. 96 CES EOD escorts are required for "Z" clearances onto the Dedicated Impact Areas of Test Areas A-77, A-78, B-82 (fenced area), B-7, C-52N, and C-52E, and portions of C-52C. The JTTOCC/MMS will verify that 96 CES EOD escorts are accompanying the requesting personnel. In some cases, 96 CES EOD may determine that escorts are not required. Only 96 CES EOD personnel may make this determination and must notify the JTTOCC/MMS when escorts are not required. For C-52C and C-52N, the JTTOCC/MMS will notify the Range Supervisor that 96 CES EOD escort is not required.

10.2.8. After issuance of "Z" clearances and during normal duty working hours, personnel must check-in with the test area supervisor before entering any manned test area. If the test area supervisor cannot be reached (e.g., after duty hours), contact JTTOCC/MMS. On all unmanned ranges, call JTTOCC before entering the test area. Personnel with a "Z" clearance will notify JTTOCC immediately after clearing the specified area.

10.2.9. All personnel must have a range hazards orientation briefing to include UXO hazards.

10.3. Exceptions to "Z" Clearance Requirements

10.3.1. The following do not require a "Z" Clearance:

10.3.1.1. Eglin (Main) Base, Auxiliary Field 3 (Duke Field), Auxiliary Field 6 cantonment area (Biancur Field), Site C-3 (BISS site), Site C-6, or on Okaloosa Island.

10.3.1.2. For access to these areas' requester shall contact the test area/facility manager. A "Z" clearance is still required for access to the Auxiliary Field 6 runway, taxiway Landing Zones (LZ) and Drop Zones (DZ).

MARK A. MASSARO
Brigadier General, USAF
Commander

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

AFPD13-2, *Air Traffic, Airfield, Airspace, and Range Management*, 2 January 2019

AFI33-322, *Records Management and Information Governance Program*, 23 March 2020

AFI33-332, *Air Force Privacy and Civil Liberties Program*, 10 March 2020

DOWI5400.11, *DoW Privacy and Civil Liberties Programs*

DOWD3200.11, *Major Range and Test Facility Base (MRTFB)*

DOWM5400.07_AFMAN33-302, *Freedom of Information Act Program*, 26 April 2018

DAFMAN21-201, *Munitions Management*, 24 October 2024

Prescribed Forms

EGLINAFB Form 111A, *Land Range Profile*

EGLINAFB Form 111B, *Land Range Profile (West)*

EAFB Form 111C, *Land Range Profile (East)*

EAFB Form 773, *Special Scheduling Consideration Request*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 2407, *Weekly/Daily Flying Schedule Coordination*

Terms

96 TW Daily Operations Order—Published mission schedule that serves as the official 96 TW tasking for range support agencies. The schedule is produced 3 duty days prior to mission execution.

Alternate Mission—Mission submitted on the same day as the primary mission requesting nearly the same or similar resources. For example, you may submit a HOT primary mission with a COLD mission as an alternate, but you cannot submit a COLD primary and a HOT alternate, since more resources are normally needed to support a HOT mission (e.g., safety profile, different frequency/TM, different range support). If a water profile is submitted with a HOT mission and an alternate with a land profile it is not likely that the land mission would be able to be plugged in, if the primary is nonscheduled/cancelled.

Backup Mission—Identical mission submitted to ensure that if a primary mission cancels, a mission is already in the scheduling cycle to replace it. Consecutive day backup missions may need approval by 96 OSS/CC for 96 TW missions. Normally, a backup mission is not requested for the day following the primary mission.

Blackboard Mission—Any CSE Mission Request that did not make the final submittal/cut-off time for the two-week scheduling cycle (two weeks prior). These missions may need special approval and are scheduled if the resources are available. The requester must include the specific reason code identifying why the blackboard mission is required.

Cancelled Mission—Scheduled mission that is no longer needed and pulled from the schedule after the Operation Order is printed. Only those persons listed on the mission request, a representative of the mission requester's scheduling unit/liaison, or the 96 OSS/OSO Scheduling Office may cancel a mission.

Central Control Facility (CCF)—Facility where control of mission activities is conducted by the TE, Safety, aircraft control and other members of the execution team.

Chief Airspace Management and Mission Planning (CAMMP)—ATC office responsible for coordinating airspace requirements listed on mission request and EMC.

COLD Mission—Scheduled mission activity determined to be non-hazardous to the extent that work party activities or other simultaneous and joint operations can be safely conducted within the same test area or airspace.

Dependent Mission—Missions that are dependent on each other to accomplish a particular objective. They may be scheduled on the same day or different days.

Eglin Mission Control (EMC)—Provides monitoring services along with controlling mission activity over the test and training range complex. Provides limited terminal services.

Eglin Radar Control Facility (ERCF)—ERCF is divided into two collocated functions: Eglin Radar Approach Control (RAPCON) which is responsible for providing terminal ATC services and EMC which is responsible for providing ATC services and monitoring aircraft operating in Eglin's special use airspace (SUA).

HOT Mission—Ground or air mission during which a weapon is fired or released which can cause injury or damage to include laser operations and supersonic flight. For airborne missions, this includes drop of any object from an aircraft. All missions releasing flares are HOT; however, depending on the type, certain restrictions may be lifted (see EAFBI 13-204).

Independent Mission—A mission that does not depend upon the scheduling of another mission and is not a substitute/backup for another mission.

Job Order Number (JON)—Eight-digit alphanumeric code that identifies a specific workload effort (e.g., test or training). It is composed of a four-digit system/project number, a one-digit financial manager code, a one-digit customer code, and a two-digit serial number, per paragraph 3.3, 96. TWI 65-601, *Job Order Cost Accounting Operations*.

Non—Scheduled Mission - CSE Mission Request that is not scheduled when the 96 TW Daily Operations Order is published because of non-availability of requested resources.

Operations and Maintenance (O&M) Contractor—Firm or organization under contract to 96 TW which is responsible for the operation and maintenance of government—furnished equipment and instrumentation at those 96 TW test sites and test areas designated in the contract performance work statement.

Piggyback Mission—Two missions being conducted or a support agency/facility/aircraft supporting two different, yet compatible missions simultaneously or consecutively.

Profile—Mission profiles are used to depict the airspace and/or ground space required for a mission conducted within the Eglin reservation in restricted airspace, the Eglin MOAs, the warning areas, and associated areas. A profile is just the right amount of airspace volume or surface area to meet the requirements of the test or training mission.

Quiet Period—A specific time during the duty day when aircraft and vehicle operations are restricted due to scheduled activities requiring reduced noise. Coordination must be according to [paragraph 4.9](#).

Radio Frequency Authorization (RFA)—Frequency authorization issued to programs, by job order numbers during planning stage of the program. RFAs used to schedule the program frequency requirements are issued by 96 CS/SCXF, and the assets are scheduled through 96 OSS/OSOS.

Safety Profile—A Profile created by the 96 TW Test and Range Safety office that must be scheduled for all HOT missions requested by a specific program.

Scheduled—Hold Mission - A mission that cannot be scheduled due to a HPM but has been placed on scheduled/hold status to this mission in order to access these resources if this mission is non-scheduled or cancelled. If the required resources do not become available by the established drop-dead time of 1200 hours the day prior, the scheduled hold mission will revert to non-scheduled status due to the original reasons not permitting it to get scheduled.

Scheduled Mission—A mission that appears in the 96 TW Daily Operations Order.

Shared Range Space Utilization—Aircraft vs Aircraft SRSU. CSE automated procedures used to maximize use of airspace. When a lower priority mission may be able to share required airspace with other higher priority missions. CSE generated checklist is required and must be completed NLT 1200 hours one duty day prior to mission execution. In the event the completed form is not returned on time, the affected mission may be non-scheduled.

Task Mission—Missions that do not support a specific test program but have a general application. These missions generally have a non-reimbursable JON and include activities such as ground and airborne instrumentation checkout (not associated with a specific test), range maintenance, range clean up, and range modernization.

Test/Training Directive (TD)—Document authorizing the conduct of each program using 96 TW resources.

“Z” Clearance—Specific one-time approval of a request for an individual or a party to enter a test area for a specified period. Range access and “Z” clearance requirements are defined in [chapter 10](#), Eglin AFB Range Access Procedures.

Attachment 2

MISSION CANCELLATION AND DATA PRODUCTIVITY LOSS CODES

Figure A2.1. Mission Cancellation and Data Productivity Loss Codes.

MISSION CANCELLATION AND DATA PRODUCTIVITY LOSS CODES	
A	WEATHER
B	TEST ITEM NOT AVAILABLE
C	TEST ITEM MALFUNCTION
D	DATA STUDY REDUCTION
E	BACKUP/ALTERNATE
F	NO LONGER USED
G	AIRCRAFT NOT AVAILABLE SUPPLY - 96TW/53WG
H	AIRCRAFT SYSTEM MALFUNCTION CAUSING GROUND ABORT -
I	AIRCRAFT NOT AVAILABLE MAINTENANCE - 96TW/53WG
J	CCF NOT AVAILABLE
K	OTHER COMMAND AIRCRAFT/AIRCREW NOT AVAILABLE
L	AIR REFUELING TANKER NOT AVAILABLE
M	MUNITIONS SUPPORT NOT AVAILABLE
N	WEG SUPPORT NOT AVAILABLE/MALFUNCTION
O	OTHER REASON
P	AIRSPACE/RANGE NOT AVAILABLE
P1	ATC NON-SUPPORT
Q	96 CES EOD SUPPORT NOT AVAILABLE
R	WING DOWN DAY
S	SAFETY
T	AIRBORNE INSTRUMENTATION SUPPORT/RESOURCE
U	O&M SUPPORT NOT AVAILABLE/RESOURCE MALFUNCTION
V	96 TW/53 WG AIRCREW NOT AVAILABLE
W	TEST SUSPENDED/TERMINATED
X	PROJECT REQUIREMENTS CHANGE/TRAINING MISSION NOT REQUIRED
XY	MISSION NO-SHOW
Y	PERSONNEL ERROR
Z	MANAGEMENT EMPHASIS/HIGHER PRIORITY MISSION

Attachment 3

MISSION NONSCHEDULED CODES

Figure A3.1. Mission Nonscheduled Codes.

MISSION NONSCHEDULED CODES	
A	WEATHER
B	TEST ITEM NOT AVAILABLE
C	TEST ITEM MALFUNCTION
D	DATA STUDY REDUCTION
E	BACKUP/ALTERNATE
F	NO LONGER USED
G	AIRCRAFT NOT AVAILABLE MAINTENANCE/SUPPLY - 96TW/53WG
H	FREQ/FCA CODE NOT AVAILABLE HPM
I	AIRCRAFT/BLD 985 NOT AVAILABLE HPM - 96TW/53WG
J	CCF NOT AVAILABLE HPM
K	OTHER COMMAND AIRCRAFT/AIRCREW NOT AVAILABLE
L	AIR REFUELING TANKER NOT AVAILABLE
M	MUNITIONS/LSC SUPPORT NOT AVAILABLE
N	WEG SUPPORT NOT AVAILABLE HPM
O	OTHER REASON
P	AIRSPACE/RANGE NOT AVAILABLE HPM
P1	ATC NON-SUPPORT
Q	96 CES EOD SUPPORT NOT AVAILABLE HPM/TRAINING DAY
R	WING DOWN DAY
S	SAFETY
T	AIRBORNE INSTRUMENTATION SUPPORT/RESOURCE
U	O&M SUPPORT/RESOURCE NOT AVAILABLE HPM
V	96 TW/53 WG AIRCREW NOT AVAILABLE
W	TEST SUSPENDED/TERMINATED
X	PROJECT REQUIREMENTS CHANGE/TRAINING MISSION NOT REQUIRED
Y	PERSONNEL ERROR
Z	MANAGEMENT EMPHASIS/HIGHER PRIORITY MISSION