

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

**TINKER AIR FORCE BASE
INSTRUCTION 11-502**



18 MARCH 2025

Flying Operations

SUAS CONCEPT OF EMPLOYMENT

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ACCESSIBILITY: Publications and forms are available for downloading or ordering on the e-Publishing website at www.e-Publishing.af.mil

RELEASABILITY: There are no releasability restrictions on this publication

OPR: 72OSS

Certified by: 72OSS/CC Lt Col Ryan
White)

Supersedes: TINKERAFBI11-502, 15 July 2024

Pages: 29

This instruction implements Department of Air Force Manual 11-501, *Small Unmanned Aircraft Systems Management* and Department of Air Force Manual 11-502, *Group(s) 1 and 2 Small Unmanned Aircraft Systems*. It establishes responsibilities, procedures and policies for Small Unmanned Aircraft Systems (sUAS) flown on Tinker AFB (TAFB). It applies to ALL units on the Tinker Air Force Base installation. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFI 33-322, *Records Management and Information Governance Program*, and disposed of in accordance with the Air Force Records Information System (AFRIMS) Records Disposition Schedule (RDS). Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Forms 847 from the field through the appropriate functional chain of command. This instruction is unclassified and does not contain any sensitive information affecting national security.

SUMMARY OF CHANGES

This instruction has been updated to incorporate DAFMAN 11-501 and 11-502, which includes medical requirements and indoor/enclosed facility operations. Additionally, sUAS Group 3 has been removed from this instruction and it now only pertains to sUAS Groups 1 and 2.

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Chapter 1

MISSION AND OBJECTIVES

1.1. This Concept of Employment (CONEMP). Directs safe operation of Groups 1 and 2 Small Unmanned Aircraft Systems (sUAS) flown on Tinker AFB (TAFB) missions. Office of Primary Responsibility for the TAFB sUAS program is the TAFB sUAS Program Manager (PM) at 405-582-6478.

1.2. The mission of the TAFB sUAS Program. Is to maintain and enhance positive airspace control, while supporting and enabling all providers on TAFB to fly required sUAS missions. Providers include, but are not limited to, Airfield Operations (AO), Fire Department (FD), Public Affairs (PA), Security Forces (SF), and Civil Engineering (CE).

Chapter 2

CONEMP GENERAL GUIDANCE

2.1. This CONEMP. Provides TAFB specific guidance and procedures, in addition to those established by Department of Air Force Manual (DAFMAN) 11-501, *Small Unmanned Aircraft Systems Management* and DAFMAN 11-502, *Group(s) 1 and 2 Small Unmanned Aircraft Systems*. 72 ABW sUAS operations will be in accordance with (IAW) this CONEMP, DAFMAN 11-501, DAFMAN 11-502, federal law, and applicable Department of Defense (DoD) policy and regulations. All TAFB sUAS Operators (sUAS-O) will read, understand and comply with applicable guidance.

2.2. sUAS Manager (SUASMAN). Is the authoritative manner for tracking sUAS-O training, certifications, currencies, flights, and sUAS inventory.

2.3. All sUAS operations and approvals in U.S. National Airspace will be IAW DAFMAN 11-501 and DAFMAN 11-502.

2.4. A dedicated surface or airborne visual observer (this is to be in addition to the sUAS-O) in direct communication with the sUAS-O will be used to aid in see and avoid.

2.5. sUAS operations over TAFB when the airspace is not controlled by DoD . Requires an Federal Aviation Administration (FAA) Certificate of Waiver or Authorization (COA) and may be obtained by coordination with Air Force Special Operations Command UAS Integration Branch (AFSOC/A3OU) through coordination with TAFB sUAS PM. All regulatory guidance remains in effect when the TAFB air-space is not controlled by DoD.

Chapter 3

AUTHORIZED SUAS PLATFORMS

3.1. All sUAS used for operations under this CONEMP. Must have an approved DoD sUAS Cyber Exemption to Policy (ETP) issued by the AF Exemption to Policy board IAW AF and DoD regulations, including sUAS on the Defense Innovation Unit (DIU) Blue List.

3.2. A SharePoint site was created to automate the implementation of the latest DAF guidance. The site enables the unit requester to submit an ETP request that will auto-route to their MAJCOM for review and approval. The SharePoint®™ site link is <https://usaf.dps.mil/sites/A3/SitePages/COTS%20UAS%20Exemption%20Requests.aspx>.

3.3. All sUAS on TAFB will have both an approved exemption to policy and airworthiness certificate prior to operation.

Chapter 4

CYBERSECURITY

4.1. All sUAS used for operations under this CONEMP. Must have an approved Exemption to Policy (ETP) issued by the AF Exemption to Policy board IAW AF and DoD regulations, including sUAS on the Defense Innovation Unit (DIU) Blue List.

4.2. No operations to include. Purchasing, turning on any sUAS equipment, or removing sUAS from boxes will take place until an AF cybersecurity exemption has been approved IAW DAFMAN 11-501, Paragraph 3.5.

4.3. Disable the sUAS sensors when the sUAS is not in use.

4.4. Each unit PM. Will maintain any approved exemption on file and document that each operator is trained on cyber risk mitigation.

Chapter 5

DOMESTIC PRIVACY CONCERNS

5.1. Operations prescribed within this . Are IAW U.S. laws and DoD Policy, the Secretary of Defense issued a policy memorandum, *Guidance for the Use of Unmanned Aircraft Systems in U.S. National Airspace*, dated 31 October 2023. The policy memorandum requires compliance with laws, regulations, and other guidance that protects privacy and civil liberties while ensuring the appropriate collection, retention, and dissemination of personal information. Operators should refer to AFI 14-404; DoDI 5400.11; DoDM 5240.01, *Procedures Governing the Conduct of DoD Intelligence Activities*; and DoDD 5200.27, *Acquisition of Information Concerning Persons and Organizations not Affiliated with the DoD*. Although there is no reporting requirement for training, exercise and test activities must be reported every three months. Under no circumstances will sensors be configured so as to capture images of persons or property outside the authorized operational area (i.e., the TAFB installation).

5.2. Domestic use of sUAS to conduct nonconsensual surveillance and/or acquire or collect imagery involving specifically identified persons will not occur. If essential, these activities require Secretary of Defense approval or the appropriate delegated authority (generally the Installation Commander).

5.3. Any stored imagery. Will not be retrievable by reference to personal identifiable information unless the information is stored in a previously approved law enforcement information system IAW the Secretary of Defense issued a policy memorandum, *Guidance for the Use of Unmanned Aircraft Systems in U.S. National Airspace*, dated 31 October 2023.

Chapter 6

SPECTRUM DECONFLICTION AND APPROVAL

6.1. Spectrum deconfliction and approval must. Be accomplished with the Base Spectrum Manager prior to any sUAS being energized; additionally, it may need to re-occur prior to unique flight conditions (new devices, sensor, payload, etc.). The TAFB Spectrum Management office must determine that the government-approved or waived sUAS meets the criteria and has been certified by the Federal Communications Commission (FCC) as a Part 15 device IAW Title 47 of the Code of Federal Regulations, Part 15C.

6.2. sUAS and other emitters may cause interference. Prior to missions, turn on equipment and note pre-launch anomalies. Report anomalies to the TAFB sUAS PM and the TAFB Spectrum Manager at (405) 736-3219.

6.3. An approved Radio Frequency Authorization or exception to policy. For each operating frequency is to be submitted with unit request to operate.

Chapter 7

OPERATING RESTRICTIONS

- 7.1. sUAS flight operations shall.** Abide by the sUAS manufacturer's specific instructions, operating procedures and operating limitations.
- 7.2. sUAS-O will identify the Tinker Drone Sector.** (Atch 2 TAFB sUAS Sector Map) they will be operating in, and the exact location of use, maximum height, estimated flight time, and direct real-time coordination phone number.
- 7.3. Conduct operations at the lowest altitude possible for normal operations.** But do not exceed 100 feet above ground level (AGL) in zone H or 200 feet AGL in zones A-G (see attachment 3, *TAFB Small Unmanned Sector Map*).
- 7.4. All flights, regardless of mode.** Will remain below the authorized maximum altitude and within visual line of sight.
- 7.5. Any sUAS flown in manual mode.** (i.e., with handheld controller) shall never be flown beyond the normal unaided visual line of sight of the sUAS-O and visual observer.
- 7.6. For safety of flight, during take-off, flight, or landing.** The sUAS will not be flown within 25 feet of any person not involved in the operation.
- 7.7. sUAS-O should plan to maintain a horizontal buffer of 200 feet from airspace boundaries, roads and other hazards.** Do not overfly vehicular traffic or personnel.
- 7.8. Personnel will not engage in any other activity while conducting sUAS operations that can cause distraction or lead to a dangerous situation.** For example, operators and observers will not engage in photography or video recording during flight operations.
- 7.9. Coordinate day, time and location prior to flying a sUAS.** No photos or videos shall be taken of people with the intent of release unless it is cleared through the 72d ABW Public Affairs Office. Photos and videos of the Navy ramp are restricted unless approved by Navy STRATCOMMWING ONE (SCW-1) Command Center. Photos/videos of any OC-ALC assets, to include the ramp areas, must be cleared through the OC-ALC Contingency Cell and the 72d ABW Public Affairs Office. The 72d Air Base Wing Public Affairs Office is the release authority for imagery and video for the installation.
- 7.10. sUAS-O should wear gloves and protective eyewear to launch/recover sUAS.**
- 7.11. Dropping of objects from sUAS is not authorized at TAFB.**

Chapter 8

ROLES AND RESPONSIBILITIES

8.1. The 72 ABW Commander (72 ABW/CC) designates the TAFB sUAS PM with the following responsibilities:

8.1.1. Serves as the focal point for TAFB sUAS operations, facilitates standardization and crosstalk, and ensures that all required guidance in DAFMAN 11-501 and DAFMAN 11-502 is followed by TAFB sUAS operators. Unit sUAS PM shall forward any suggested updates or change requests to DAFMAN 11-501 or DAFMAN 11-502 via AF Form 847s to the TAFB sUAS PM.

8.1.2. Serves as the functional link between TAFB units/tenant units and MAJCOM sUAS Office of Primary Responsibility (AFMC/A3V) and AFSOC/A3OU.

8.1.3. Maintains awareness of local area sUAS operators, operations, capabilities, high traffic areas, and potential conflicts and proactively seeks resolution of issues as they arise.

8.1.4. Conducts periodic unit program reviews and sUAS-O record reviews.

8.2. Tinker Unit Commanders, or equivalent, who operate sUAS IAW this CONEMP will:

8.2.1. Coordinate a request through the TAFB sUAS PM to publish an Annex to this CONEMP that details their planned sUAS operations, locations of operations, list of type/model/serial number of sUAS, and identify each safety or sUAS management instruction exception desired, to include exceptions to this CONEMP, while identifying alternate means of safety/management or none as required.

8.2.2. Designate in writing a Unit sUAS PM and Equipment Custodian responsible for unit training programs, operations and equipment accountability IAW DAFMAN 11-501, Paragraph 2.6.

8.2.3. Develop and maintain sUAS Flight Safety Program IAW DAFI 91-202, *The US Air Force Mishap Prevention Program*.

8.2.4. Ensure annual inspection of unit(s) sUAS inventory is conducted and recorded in DPAS. Compiled report(s) will be given to MAJCOM sUAS PM.

8.3. Unit sUAS. Must submit the following information to the TAFB sUAS PM on a monthly basis:

8.3.1. The number of flights conducted under the Airspace Access Approval to this CONEMP (A flight during which any portion is conducted in the National Airspace System (NAS) must be counted only once, regardless of how many times it may enter and leave Special Use airspace between takeoff and landing).

8.3.2. Aircraft operational hours per flight.

8.3.3. Equipment malfunctions (hardware/software) affecting either the air vehicle or ground control station.

8.3.4. Deviations from air traffic control (ATC) instructions and/or Letters of Agreement/Procedures.

8.3.5. Operational/coordination issues.

8.3.6. The number and duration of lost link events (control, vehicle performance and health monitoring, or communications) per aircraft per flight.

8.3.7. Negative (zero flights) reports are required.

8.4. A Lead sUAS-O holds appropriate sUAS-O certification, and has final authority and responsibility for operation and safety of a sUAS flight. The Lead sUAS-O ensures that:

8.4.1. Visual Observers accompany sUAS-O and maintain direct, unaided visual contact with the sUAS and surrounding airspace at all times during flight operations.

8.4.2. Visual Observers should be trained in basic see-and-avoid techniques and effectively communicate with the sUAS-O if other aircraft, vehicles or persons are detected in the area, or visual contact cannot be maintained.

8.4.3. Notify the Tinker Control Tower on landline (405) 734-3554 thirty minutes prior to launch for authorization to launch, five (5) minutes prior to launch, when wheels up and upon wheels down/termination of operations.

Chapter 9

TRAINING, CERTIFICATION, AND MEDICAL STANDARDS

9.1. Unit commanders. Will approve entry into sUAS Operator Initial Training (IT), Mission Training (MT), Difference Training (DT), and Instructor upgrade training.

9.2. All sUAS-Os and Visual Observers. Must meet the following minimum medical standards for sUAS Groups 1 and 2 as defined by HAF/A3 in accordance with Section U, *USAF Medical Standards Directory*, for specific medical requirements and DAFMAN 48-123, *Medical Examinations and Standards*:

9.2.1. Must have intact color vision determined by passing Cone Contrast Test (CCT) with 55 or above. "Passed by record" is adequate if the member has a documented passing CCT result, unless there is a clinical indication for retesting.

9.2.2. Must have distant and near visual acuity correctable to 20/20 Oculus Uterque (OU) or better.

9.2.3. Must have no medical condition present which may incapacitate an individual suddenly or without warning.

9.2.4. Personnel may not perform sUAS-O or visual observer duty while using any medication whose known common adverse effect or intended action(s) affect alertness, judgment, cognition, special sensory function or coordination. This includes both over the counter and prescription medications.

9.2.5. Personnel performing sUAS-O or visual observer duties require an initial medical clearance documented on AF Form 422. Personnel with a medical clearance documented on a DD Form 2992 do not require an AF Form 422.

9.3. All sUAS crew members. Must complete an approved IT course and complete a unit commander approved mission training course prior to executing a sUAS mission.

9.4. The TAFB sUAS PM. Will coordinate sUAS-O IT. The primary method of IT is to attend a Lead Command approved Formal Training Unit (FTU). The alternative methods of IT are Lead Command (LC) approved vendor and unit.

9.5. The unit sUAS PM's. Will develop and incorporate MAJCOM and Lead Command approved unit IT and difference training, when required.

9.6. Mission training occurs per DAFMAN 11-502 and is developed by the unit and approved by the unit commander based on specific unit Mission Essential Task List requirements. AF Form 797 is used to document Mission Training and lists operator tasks requiring certification.

9.7. Training can occur during operational missions on a non-interference basis.

9.8. Group 1 and 2 sUAS-O certification is valid for 24 months. A re-certification flight with an instructor starts a new 24-month clock. Results of the Biennial certification, administered by a sUAS-I, will be documented on both the sUAS Evaluation Form and AF Form 1381; and filed in individual's training record or SUASMAN.

9.9. TAFB units may utilize a sUAS Examiner (sUAS-E) or sUAS Instructor (sUAS-I) from another TAFB unit. To administer cross-unit Evaluation Flights, Certification Flights, training flights, or regain currencies so long as that sUAS-E or sUAS-I is current and qualified on the same sUAS.

9.10. sUAS-O will complete one live flight every 90 days (45 days preferred). A live flight consists of a launch, flight operation and landing. Track sUAS-O currency via the SUASMAN system. The 90-day requirement is based off of the IT initial certification date, re-certification date or completion of the last flight within the required 90 days.

9.11. The duration of loss of currency time is from the date the sUAS-O became non-current until the specific retraining start date. Non-current sUAS-O are not authorized to operate sUAS unless under the supervision of a sUAS-I.

9.12. Loss of Currency Up to Six Months. sUAS-Os who fail to accomplish the required quantities and frequency of Mission Training (MT) events to maintain currency will demonstrate proficiency in all delinquent items to a sUAS-I.

9.13. Loss of Currency 7 to 24 Months. A sUAS-O who is non-current exceeding six months or who did not accomplish a live flight prior to the last day of the 24th month must complete unit-level training under the instruction of a sUAS-I, in all delinquent items and additional training, as directed by the unit commander. At a minimum, additional training will consist of a biennial certification and MT administered by a sUAS-I.

9.14. sUAS-O re-currency requirements are as follows:

9.14.1. Loss of currency exceeding 24 months requires re-accomplishment of IT and MT.

9.14.2. Individual units can establish their own more restrictive currency requirements.

9.15. sUAS IT will be executed IAW the AFSOC/A3OU approved training plans and Instructor upgrade programs will be executed IAW Commanders approved guidance. All sUAS training will be executed IAW applicable Original Equipment Manufacturer (OEM) training, and appropriate training procedures, then documented on AF Form 1381.

Chapter 10

GO/NO-GO, RISK MANAGEMENT (RM) AND FLIGHT AUTHORIZATION

10.1. Go/No-Go. The Lead sUAS-O for the mission will check operator currencies, changes to medical status, ensure Flight Crew Information Files (FCIFs) and SIIs have been reviewed for all operators, and conduct a Risk Assessment.

10.2. Risk Management. For each mission, the Lead sUAS-O is responsible for filling out the Flight Authorization / RM worksheet as published in DAFMAN 11-501, Attachment 6.

10.3. Flight Authorization. Unit sUAS PMs will be delegated in writing by the unit commander as the Flight Authorization Approval Authority for missions that score LOW and MODERATE RM as assessed by the RM Worksheet. Higher risk assessment levels require higher approval authority (unit DO or higher), per the RM worksheet instructions.

10.4. The TAFB sUAS PM. May approve training/currency flights that are categorized as LOW and MODERATE risk under this CONEMP's authority for all TAFB units.

10.5. The Lead sUAS-O for the mission. Will conduct a flight brief for all involved personnel covering at a minimum: roles and responsibilities, aircraft configuration, weather (WX), restrictions, operating limitations, airspace, communication plan, mission elements, contingencies, and emergency procedures.

Chapter 11

PREFLIGHT, TAKEOFF, LANDING, AND POST-FLIGHT CHECKLISTS

11.1. Operators will utilize Original Equipment Manufacturer (OEM) operator's checklists for preflight, takeoff, cruise, and landing.

11.2. At a minimum. Checklists should cover all Emergency procedures, Ground Control Station (GCS) checks, airframe and propulsion system checks, safe power up procedures, uplink/downlink status, battery life, and safe power down or recovery procedures.

Chapter 12

WEATHER CONSIDERATIONS AND NIGHT OPERATIONS

12.1. All flights will only be conducted in Visual Meteorological Conditions (VMC) and will remain within visual range of the operator/observer.

12.2. Night sUAS operations. Are authorized when the Control Tower is open IAW the FAA COA/AFSOC issued Airspace Access Approval (AAA). sUAS-O and visual observer must be trained to recognize and overcome visual illusions caused by darkness, and understand physiological conditions which may degrade night vision. Additionally, sUAS-O and visual observer must be in place 30 minutes prior to launch to acclimatize their vision. Installed aircraft lighting must be on.

12.3. Do not conduct sUAS operations if weather or winds exceed sUAS operations manual guidance. Strong winds that do not exceed limitations in operations manuals must be given careful consideration during flight planning, as many sUAS are unable to return home in strong headwinds. Contact Tinker Air Force Base Weather at (405) 734-3196 for a weather brief or www.aviationweather.gov.

12.4. Avoid flights in the vicinity of thunderstorms. A lightning watch will be in effect 30 minutes prior to thunderstorms forecast to be within 5 nautical miles (NM) of the airfield. Consider modifying or aborting the mission to avoid risk to personnel or aircraft. When lightning is within 5 NM of the airfield, a lightning warning will be issued. Aircraft shall be secured immediately, and personnel will seek shelter.

Chapter 13

MISSION, CONTINGENCY AND SAFETY PLANNING

13.1. Mission planning should thoroughly cover all mission actions and contingencies with consideration to likely scenarios and emergencies. Contingency planning should include predetermined decisions on safe routes in event of system failure, degraded performance or lost communication link, if such fail safes exist. Review emergency procedures prior to flights.

13.2. sUAS-Os. Will initialize sUAS in an area clear of non-essential personnel and designate a safe location(s) to recover lost-link sUAS throughout planned flight routes.

13.3. Configure Suas. To fly to a return home waypoint in the event of a loss-of-link (LoL) mode keeping in mind that the sUAS may climb on its own or at your command; do not exceed 100' AGL. The return home waypoint will be selected so as to be the point closest to the Ground Control Station and the launch point. This will prevent the sUAS from crossing any active runway during lost link.

13.4. If a sUAS in LoL mode also loses GPS, the system will be programmed to automatically land-in-place or auto-terminate flight.

13.5. Programmed waypoint coordinates, including LoL coordinates. Will be verified for accuracy (location and numerical sequence) by at least two qualified sUAS-Os prior to autonomous flight. LoL coordinates and "home" flight paths must be away from active runways, particularly since sUAS may climb in the event of a weak link that transitions to LoL.

13.6. Immediately notify Tinker Tower at (405) 734-3554. If the sUAS departs the approved area with last known altitude, direction of flight, fuel/battery time remaining, and intentions.

13.7. Report all sUAS mishaps and unintentional non-determined loss of link to the 72 ABW Flight Safety Office (72 ABW/SEF: (405) 739-3262) IAW DAFMAN 11-501, Paragraph 3.23. The Unit PM will fill out a sUAS Incident Report located in the SUASMAN Safety tab to record all incidents.

Chapter 14

SUAS COORDINATION AND OPERATIONS

14.1. sUAS operations. Are only authorized within TAFB controlled airspace at or below an altitude specified and/or per FAA, COA, and/or an AAA Notification issued by AFSOC/A3OU.

14.2. Each Unit sUAS PM. Shall coordinate all sUAS activities at TAFB through the TAFB sUAS PM at DSN 852-6478, (405) 582-6478 preferably three weeks in advance, and also advise cancellation of scheduled UAS activities. Date, times, sUAS platform, location, name and contact information shall be provided to the TAFB sUAS PM upon initial coordination. AO will ensure all required Notice to Air Missions (NOTAMs) are published. **Note:** IAW DAFMAN 11-501, paragraph 3.35, sUAS being utilized for test, training aids, or for demonstration that are flown in a completely enclosed facility and never operated outside of those constraints are exempt from the flight coordination and approval.

14.2.1. Lead sUAS-O will contact the Tinker Tower via landline (405) 734-3554 or LMR, Tinker Airfield Management via landline (405) 734-2191 or LMR, and Security Force Base Defense Operations Center (405) 734-3737 to provide direct contact information and for appropriate situational awareness not later than ten (10) minutes prior to scheduled operations.

14.2.2. Lead sUAS-O will operate sUAS at or below 100 feet AGL in zone H and at or below 200 feet AGL in zones A-G (see attachment 3, *TAFB Small Unmanned Sector Map*) with weather conditions no less than three (3) statute miles visibility and ceiling height no less than 1,000 feet AGL unless otherwise coordinated.

14.2.3. Tinker Tower will approve the operations when all conflicts have been resolved and prior to sUAS operations beginning. sUAS-O will maintain two-way radio communications with Tinker Tower via LMR until sUAS operations are complete. Immediately notify Tinker Tower when operations have terminated.

14.2.4. Tinker Tower will coordinate with OKC Approach if required.

14.2.5. Tinker Tower will broadcast (if required) an advisory for activation of Sectors on all frequencies, excluding guard. Tower will also include activation of the Sectors on Automatic Terminal Information Service (ATIS).

14.2.6. Tinker Airfield Management shall issue a NOTAM for activation of Sectors.

14.2.7. All sUAS Operations must be identified within a specific operations area to include Drone Sector (Atch 2).

14.3. Tinker Tower Class C Airspace. All operations and communications within the Tinker Class C will be IAW an approved AAA issued by AFSOC/A3OU, coordinated and scheduled with TAFB sUAS PM, 72d Operations Support Squadron (OSS) at (405) 582-6478 in advance.

14.3.1. A copy of the TAFB Class C AAA and amendment must be immediately available to all operational personnel at each operating location whenever sUAS operations are conducted.

14.3.2. Notify Tinker Tower at (405) 734-3554 prior to sUAS launch and after operations are complete per Class C AAA.

14.4. A Distant (D) NOTAM. Must be issued not more than 72 hours prior to, but not less than 24 hours prior to, sUAS operations. Information required includes name and contact phone for the Lead sUAS-O, operating altitude and areas (point and minimum radius), time and nature of the activity.

14.4.1. Contact TAFB Airfield Management Operations at (405) 734-2192 as the preferred means to issue the NOTAM.

14.4.2. For emergency unscheduled operations, a (D) NOTAM may be issued immediately before flight at (877) 487-6867; compliance with all regulatory guidance is required. The Lead sUAS-O must cancel the NOTAM when sUAS operations are terminated.

Chapter 15

INCIDENT/ACCIDENT/MISHAP REPORTING

15.1. Lead sUAS-O/Unit sUAS PM. Shall immediately after an incident or accident and before additional flight under the Airspace Access Approval supporting this CONEMP, provide initial notification to the Tinker Control Tower on landline at (405) 734-3554 or 552 Air Control Wing (ACW) Command Post at (405) 734-7313 and then to the TAFB sUAS PM. Lead sUAS-O/Unit PM will follow up with an email to the to the TAFB sUAS PM within five (5) duty days.

15.2. All accidents/mishaps involving sUAS operations where any of the following occurs must be reported as stated in paragraph 15.1. and recorded in your flight log:

15.2.1. Fatal injury, where the operation of a sUAS results in a death occurring within 30 days of the accident/mishap.

15.2.2. Serious injury, where the operation of a sUAS results in a hospitalization of more than 48 hours, the fracture of any bone (except for simple fractures of fingers, toes, or nose), severe hemorrhage or tissue damage, internal injuries, or second or third-degree burns.

15.2.3. Total loss.

15.2.4. Substantial damage to the system where there is damage to the airframe, power plant or onboard systems that must be repaired prior to further flight.

15.2.5. Damage to property, other than the sUAS.

15.3. Any incident/mishap resulting in an unsafe/abnormal operation including but not limited to must be reported as stated in paragraph 15.1. and recorded in your flight log:

15.3.1. A malfunction or failure of the onboard flight control system (including navigation).

15.3.2. A malfunction or failure of the ground control station flight control hardware or software (other than loss of control link).

15.3.3. A power plant failure or malfunction.

15.3.4. An in-flight fire on the air vehicle or Ground Control Station.

15.3.5. An aircraft collision or near midair collision (Ref. DAFMAN 91-223).

15.3.6. Any in-flight failure of the air vehicle's electrical system requiring use of alternate or emergency power to complete the flight.

15.3.7. A deviation from any provision contained in this Airspace Access Approval. A deviation from an ATC clearance and/or Letter(s) of Agreement/Procedures.

15.3.8. A lost control link event resulting in: (1) Fly-away or (2) Execution of a pre-planned/unplanned lost link procedure.

ABIGAIL L.W. RUSCETTA, Colonel, USAF
Commander

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

DAFMAN 11-501, *Small Unmanned Aircraft Systems Management*, 10 January 2025
DAFMAN 11-502, *Group(s) 1 and 2 Small Unmanned Aircraft Systems*, 10 January 2025
DAFMAN 48-123, *Medical Examinations and Standards*, 20 February 2024
Title 47 Part Subpart 15C CFR, *Intentional Radiators*, 1 October 2023
DAFI 91-202, *The Department of the Air Force Mishap Prevention Program*, 9 April 2024
Guidance for the Use of Unmanned Aircraft Systems in the U.S. *National Airspace Memo*, dated 31 October 2023

Adopted Form

AF Form 847, *Recommendation for Change of Publication*

Acronyms and Abbreviations

AAA—Airspace Access Approval
ACW—Air Control Wing
AFSOC—Air Force Special Operations Command
AGL—Above Ground Level
AO—Airfield Operations
ATC—Air Traffic Control
ATIS—Automatic Terminal Information Service
CE—Civil Engineering
COA—Certificate of Waiver or Authorization
CCT—Cone Contrast Test
CONEMP—Concept of Employment
DT—Difference Training
FAA—Federal Aviation Administration
FCC—Federal Communications Commission
FCIF—Flight Crew Information File
FD—Fire Department
FTU—Formal Training Unit
GCS—Ground Control Station
IAW—In Accordance With

IT—Initial Training

LC—Lead Command

LoL—Loss of Link

MT—Mission Training

NAS—National Airspace System

NM—Nautical Mile

NOTAM—Notice to Air Missions

OU—Oculus Uterque

OEM—Original Equipment Manufacturer

OSS—Operations Support Squadron

PM—Program Manager

RM—Risk Management

sUAS—Small Unmanned Aerial System

TAFB—Tinker Air Force Base

VFR—Visual Flight Rules

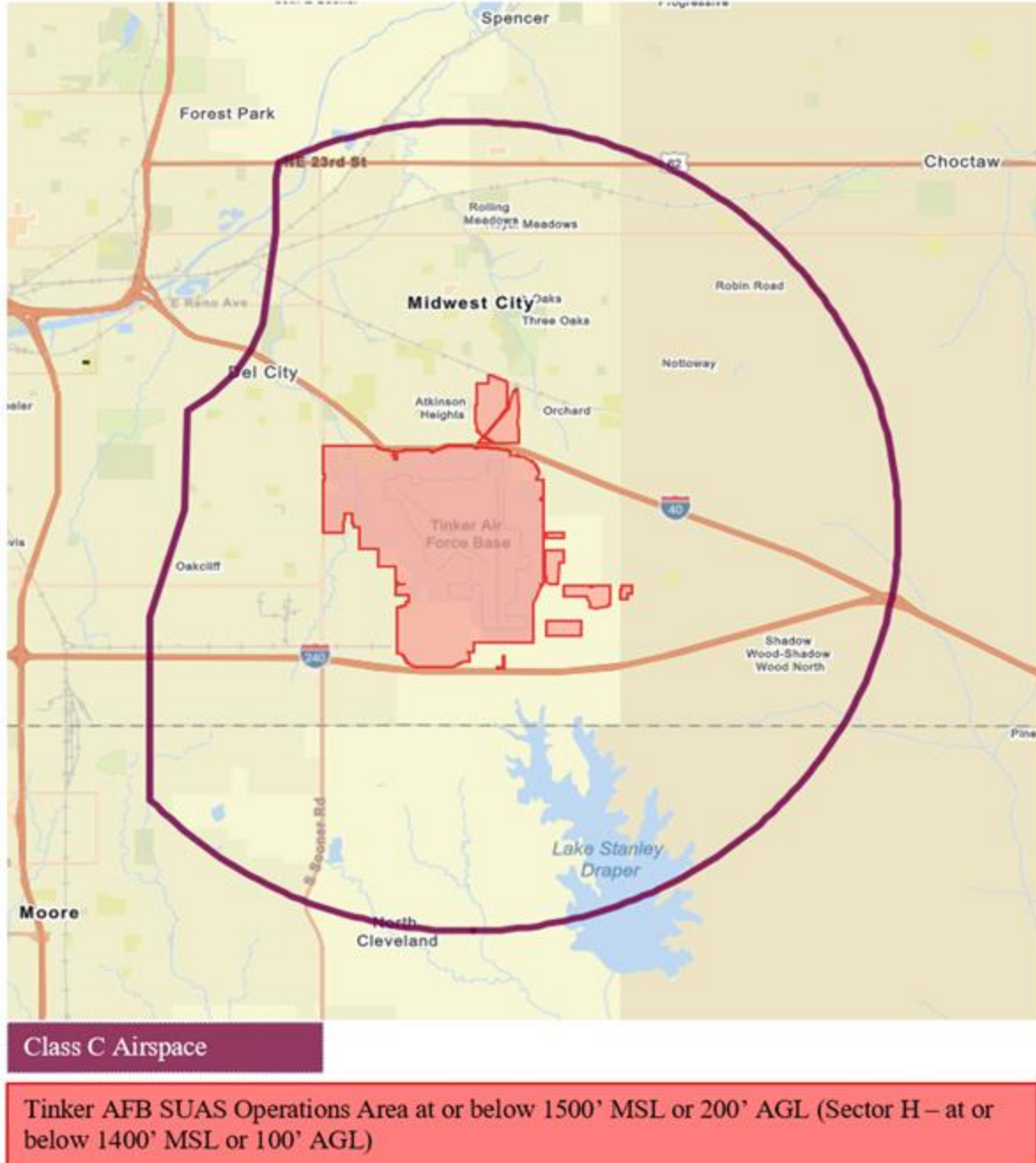
VMC—Visual Meteorological Conditions

WX—Weather

Attachment 2

TINKER AFB SMALL UNMANNED AIRCRAFT OPERATIONS AREA

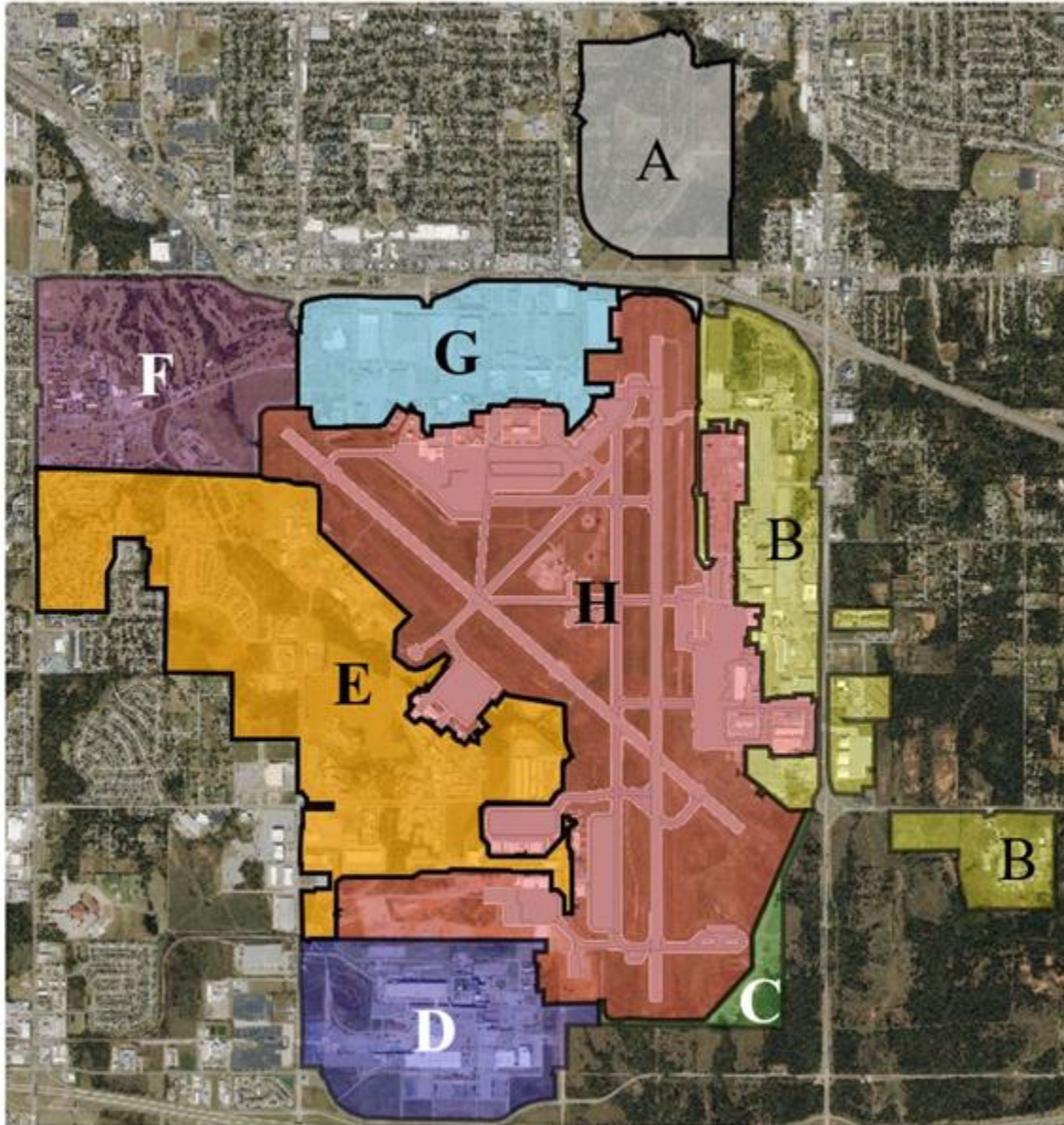
Figure A2.1. Tinker AFB Small Unmanned Aircraft Operations Area.



Attachment 3

TINKER AFB SMALL UNMANNED AIRCRAFT SECTOR MAP

Figure A3.1. Tinker AFB Small Unmanned Aircraft Sector Map.



Tinker AFB SUAS Operations Area at or below 1500' MSL or 200' AGL Sectors A-G
(Sector H – at or below 1400' MSL or 100' AGL)

Attachment 4

TINKER AFB Suas CONEMP ANNEX TEMPLATE

Table A4.1. TINKER AFB Suas CONEMP Annex Template.

LETTERHEAD						
						DD Month Year
MEMORANDUM FOR 72 ABW/CC						
FROM: (Unit/CC of Unit Operating sUAS)						
SUBJECT: Tinker AFB Base Operations Support Small Unmanned Aircraft System Concept of Employment, Unit Annex						
<p>1. The <i>(Unit)</i> has completed all requirements IAW DAFMAN 11-501, <i>Small Unmanned Aircraft Systems Management</i>, DAFMAN 11-502, <i>Group(s) 1 and 2 Small Unmanned Aircraft Systems</i>, and Tinker AFB Small Unmanned Aircraft System Concept of Employment. <i>(Layout how your unit will be using the sUAS).</i></p> <p>2. The <i>(Unit)</i> sUAS Program Manager shall ensure continued program compliance and cease all unit sUAS flying activities should noncompliance issues arise. Additionally, all sUAS activities and issues will be reported to the Tinker AFB sUAS Program Manager.</p> <p>3. The <i>(Unit)</i> has the following sUAS:</p>						
Inventory #	Name	Manufacturer	Color	Serial Number	Frequency	1 AW Cert 2 Cyber Cert

1 - USAF approved airworthiness certification.

2 - Exception to Policy (ETP).

4. If you have any questions or concerns, please contact my unit sUAS PM, *(Rank/Name)* at DSN: *(Number)* or email: *(Email Address)*.

(Squadron Commander Signature Block)
Commander

X Attachments

1. *(Attachment 1 Name)*

2. *(Attachment 2 Name)*

Ind, 72 ABW/CC

TO: *(Unit Requesting)*

The *(Unit)* request for sUAS operations on Tinker AFB is approved. This authorization terminates 60 days after *(Sq/CC Name)* departs unit of assignment.

ABIGAIL L.W. RUSCETTA, Colonel, USAF
Commander