

**BY ORDER OF THE COMMANDER  
AIR EDUCATION AND TRAINING  
COMMAND**



**AF INSTRUCTION 11-202, VOLUME 3**

**AIR EDUCATION AND TRAINING COMMAND  
Supplement 1**

**15 SEPTEMBER 2004**

**Flying Operations**

**GENERAL FLIGHT RULES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the HQ AETC Publishing WWW site at <http://www.aetc.randolph.af.mil/im>. If you lack access, contact your base publishing manager.

---

OPR: HQ AETC/DOFV (Mr. Donald B. Graham)  
Supersedes AFI 11-202, Volume 3/AETC Sup 1,  
1 March 2003

Certified by: HQ AETC/DOF (Col A. Imondi)  
Pages: 17  
Distribution: F

---

**AFI 11-202, Volume 3, 6 June 2003, is supplemented as follows:**

This supplement establishes the Air Education and Training Command (AETC) general flight rules, which support AETC objectives. It applies to AETC units, the Air Force Reserve Command (AFRC) units that fly AETC training missions, and the Air National Guard (ANG). For AFRC and ANG units, this supplement only applies to activities relating to the student training mission and instructor certification for that mission. Material that applies only to AFRC or ANG is identified accordingly.

AETC units may supplement this instruction using guidance in AFI 33-360, Volume 1, *Air Force Content Management Program—Publications*, and AETC Supplement 1. Send unit supplements to HQ AETC/DOF for approval before publication. After publication, units will send one copy of their unit supplement to the HQ AETC/DOFV. ANG and AFRC units will coordinate with HQ ANG/XO or HQ AFRC/DO, respectively, before publication.

Unless otherwise specified, HQ AETC/DO is the overall waiver authority for this supplement. However, HQ ANG/XO and HQ AFRC/DO are the waiver authorities for their respective units. For waivers to unit supplements, the operations group commander (OG/CC) of the unit generating the supplement will handle waivers to that supplemental guidance, if used. AETC units will submit suggested improvements to this supplement on AF Form 847, **Recommendation for Change of Publication**, through command channels to HQ AETC/DOFV, 1 F Street, Suite 2, Randolph AFB TX 78150-4325. AFRC and ANG units will send comments and suggested improvements on AF Form 847 through channels to the HQ AFRC/DO or HQ ANG/XO, respectively. **NOTE:** For the AFRC and ANG portions of this supplement, the term major command (MAJCOM) includes HQ AFRC/DO and HQ ANG/XO, respectively.

Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFMAN 37-123, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) (available at <https://webrims.amc.af.mil>).

**NOTES:**

1. AETC aircrews temporarily under the operational control of another MAJCOM will comply with that MAJCOM's directives.
2. Air Force requirements are expressed through the basic AFI and this supplement. In the absence of AETC-specific guidance, units will follow the mission design series (*MDS*)-specific guidance or AETC-approved lead command guidance.
3. Numbered Air Force (NAF) refers to the appropriate organization with jurisdiction over the aircraft. In the case of the Civil Air Patrol (CAP-USAF), Air University (AU) provides the oversight normally administered by a NAF.
4. For the 336th Training Group (336 TRG) and 479th Flying Training Group (479 FTG), OG/CC, and wing commander (WG/CC) refer to the TRG/CC or FTG/CC; operations group standardization and evaluation (stan/eval) (OGV) refers to 336 TRG/TGV or 479 FTG/FTGV.
5. For the 36th Rescue Flight (36 RQF), squadron commander (SQ/CC) refers to the flight commander (FLT/CC).
6. For CAP-USAF, OG/CC refers to the CAP-USAF/XO.

**SUMMARY OF REVISIONS**

**This document is substantially revised and must be completely reviewed.** This revision is renumbered to align with the basic AFI. It prescribes the use of AETC IMT 856, **Mission Data** (paragraph 2.1.1); clarifies procedures for processing waivers and the Federal Aviation Administration (FAA) exemptions, and expands guidance on preflight planning and the use of the Avian Hazard Advisory System (AHAS) and the Bird Avoidance Model (BAM) (paragraph 2.1.1.12); provides guidance on preflight cross-country planning and the use of the AETC Volume Training Letter of Agreement (LOA) list (paragraph 2.1.1.13); the use of flight planning software (paragraph 2.2.4.4); provides additional preflight weather planning guidance (paragraph 2.3.1.2); provides guidance on the use of hand-held cameras and video recorder (paragraph 2.5.1); guidance on the use of (P) fields and the civilian side of joint use fields (paragraph 4.3); and guidance on the use of GPS (paragraphs 5.8.3.2 and 5.8.3.4); adds guidance on the use of laptop computers with flight planning software (paragraph 5.8.3.3); requires all uncontrolled airfields used on a regular basis to have an AETC LOA in effect (paragraph 5.9.1.3); requires HQ AETC/DOF approval of vision-restricting devices used in the aircraft (paragraph 5.13.3); requires aircrews to file an alternate when destination winds are forecast to be out of aircraft limits (paragraph 8.4.2.1.5); and provides guidance on the use of precision runway monitoring (PRM) approaches (paragraph 8.13.1.5).

1.3.3.1. Units requesting waivers will route requests through standardization and evaluation (stan/eval) channels to HQ AETC/DO for MAJCOM endorsement. ANG units under AETC oversight will forward requests to ANG/XO; AFRC units under AETC oversight will forward requests to HQ AFRC/DO.

1.3.3.2. HQ AETC/DOFV, HQ AFRC/DOV, and HQ ANG/XOO will submit MAJCOM-endorsed waiver requests to HQ AFFSA/XO for approval.

1.3.3.5. (Added)(AETC) All current and approved AETC waivers are listed on the HQ AETC/DOFV Web site. All current and approved AFRC waivers are listed on the HQ AFRC/DOV Web site. All current and approved ANG waivers are listed on the HQ ANG/XOO Web site.

1.3.4.1. Units requesting FAA exemptions or authorizations will route requests through stan/eval channels to HQ AETC/DO for MAJCOM endorsement. ANG units under AETC oversight will forward requests to ANG/XO; AFRC units under AETC oversight will forward waiver requests to HQ

AFRC/DOV through applicable NAFs. HQ AETC/DOFV, HQ AFRC/DOV, and HQ ANG/XOO will submit MAJCOM-endorsed requests to HQ AFFSA/XO for approval.

2.1.1. Aircrews are authorized to use AETC Form 856, **Mission Data**, or a locally generated product approved by HQ AETC/DOFV.

2.1.1.4.1.1. (Added)(AETC) AFRC and ANG units will receive copies through MAJCOM channels.

2.1.1.4.1.2. (Added)(AETC) Aircrews will review pertinent information from the Airfield Qualification Program Manual for missions scheduled to airfields listed. (**NOTE:** This review is not required of helicopter aircrews.)

2.1.1.4.1.3. (Added)(AETC) Page copies or other reproductions are not authorized without permission of Jeppesen.

2.1.1.12. Unit staffs will ensure Avian Hazard Advisory System (AHAS) and BAM are available and accessible to unit flight supervisors, supervisors of flying (SOF), scheduling offices, and aircrews. Aircrews will review the AHAS/BAM during mission planning for all low-levels. For cross-country, out and backs and training flights using out bases, aircrews will review the AHAS/BAM for the out locations prior to departure from home field, and then at out bases to the maximum extent possible. The risk levels presented are standardized and may not necessarily impact the specific aircraft or mission. The "Risk and BASH" link at the AHAS/BAM Web site (<http://www.usahas.com/>) should be consulted for more information on AHAS/BAM risk-level assignment. Units will develop procedures for risk assessment for bird hazards.

2.1.1.12.1. (Added)(AETC) Supervisors will provide guidance on what techniques and procedures are used to fly in areas that have been forecasted or reported to have a bird advisory hazard of severe or greater. Some risk management tools that may be employed by aircrews include:

2.1.1.12.1.1. (Added)(AETC) Selecting another route during mission planning.

2.1.1.12.1.2. (Added)(AETC) Planning an alternate mission if an alternate route shows the same threat.

2.1.1.12.1.3. (Added)(AETC) Planning to enter the route during a period when the AHAS/BAM indicates a lower threat.

2.1.1.12.1.4. (Added)(AETC) Changing the route or leg altitude to one less affected by the avian activity.

2.1.1.12.1.5. (Added)(AETC) Planning to enter or exit at an alternate point if available.

2.1.1.12.1.6. (Added)(AETC) Avoiding flight near food sources (for example, water and landfills).

2.1.1.12.2. (Added)(AETC) As soon as practical, aircrews that encounter a bird hazard on low-level routes will broadcast (on the appropriate frequency) the location, altitude, and intensity of the hazard. Aircrews will also inform the SOF or equivalent about bird hazards encountered as soon as practical.

2.1.1.13. (Added)(AETC) AETC aircrews should check the AETC volume training LOA list located on the HQ AETC/DOFR Web site (<https://www.aetc.af.mil/do/dof/dofr.asp>) during preflight planning for all cross-country and out and back sorties to civilian airports. Whether or not an airport is listed, aircrews will ensure appropriate support is available prior to their arrival. Minimum support required may be supplemented by individual units and will include the following:

2.1.1.13.1. (Added)(AETC) Appropriate servicing available.

2.1.1.13.2. (Added)(AETC) Ground attendant to help with start/fireguard.

2.1.1.13.3. (Added)(AETC) Fire extinguisher.

2.1.1.13.4. (Added)(AETC) Crash/rescue and fire response available.

2.1.2.1. T-1, T-43, and all C-designated aircraft crews will review the Airfield Suitability and Restrictions Report (ASRR) or the Air Mobility Command (AMC) airfield database on the AMC Web site when planning missions to other than the airfields listed on the AETC volume training LOA list on the HQ AETC/DOFR Web site.

2.1.2.1.1. (Added)(AETC) **“P” Code.** Airfields listed in the ASRR with a “P” code have selected Jeppesen procedures approved for AMC use; however Jeppesen approaches are not approved for AETC use. Therefore, if a mission requirement dictates the use of an approach other than a Department of Defense (DoD) or National Aeronautical Charting Organization (NACO) approach, submit requests to the 19th Air Force Commander (19 AF/CC) through stan/eval channels.

2.1.2.1.2. (Added)(AETC) **“Q” Code.** Operations into airfields listed in the ASRR with a “Q” code (for example, HQ AMC/DOAS approval) require OG/CC approval. Crews will reference the airfield database for details on “Q” code restrictions. If “Q” code restrictions do not apply to the operation being conducted (e.g., a night restriction, but the mission lands and departs during daylight) or if HQ AMC/DOAS approval is not required (because restrictions are briefed) OG/CC approval is not required.

2.1.2.1.3. (Added)(AETC) **“Z” Code.** Airfields listed in the ASRR with a “Z” code (that is, supplemental theater information file [STIF] entries exist) may have AETC-specific information or restrictions. Crews will reference the airfield database for details on STIF information.

2.1.2.2. The OG/CC will ensure the ASRR is available to aircrews, mission planners, and other personnel who may require it.

2.1.2.3. The OG/CC will ensure personnel are properly trained on how to access and use the ASRR and the AMC Internet-based airfield database. **NOTE:** The AMC airfield database is only accessible from military computers via the Internet. During periods when Internet connectivity is lost, the requirement to review the airfield database will not be cause for mission cancellation or delay.

2.2.4.2. All lead-MAJCOM-validated and -approved flight planning forms or logs are authorized for use by AETC and AFRC and ANG aircrew under AETC oversight. Locally produced products or logs require 19 AF/DO approval for AETC units.

2.2.4.4. All lead-MAJCOM-validated and -approved flight planning software and systems are authorized for AETC and AFRC and ANG aircraft under AETC oversight. Aircraft for which AETC is the lead command (T-1, T-6, T-37, T-38, and T-43) are authorized to use flight planning software and systems approved and validated for use by the appropriate NAF/DO and annotated in the appropriate AFI 11-2 MDS-specific, Volume 3 (for example, portable flight planning software or system [PFPS]). The following guidance applies:

2.2.4.4.1. (Added)(AETC) The OG/CC will ensure aircrews are properly trained to use authorized flight planning software.

2.2.4.4.2. (Added)(AETC) Use of authorized flight planning software does not relieve aircrews of the responsibility to remain knowledgeable of manual flight planning procedures.

2.3.1.2. Aircrews will obtain required flight weather support from one of the following sources (in priority order):

2.3.1.2.1. (Added)(AETC) Local military, base weather unit, or combat weather team (CWT).

2.3.1.2.2. (Added)(AETC) Servicing AF operational weather squadron (OWS).

2.3.1.2.3. (Added)(AETC) Another military weather unit (AF CWT or OWS, Navy, or Marine unit).

2.3.1.2.4. (Added)(AETC) FAA weather forecast or flight weather briefing agency (or equivalent overseas).

2.3.1.2.5. (Added)(AETC) The nearest flight service station (FSS).

**NOTE:** For mission planning, local sorties, and missions flown from home station, aircrews will obtain weather support from the local base weather unit/CWT; when unavailable (for example, due to limited hours), they should contact the OWS. If aircrews have any questions about weather information obtained from an Internet source (OWS, CWT, or other), they will contact that source or, if unavailable, contact a weather forecaster from one of the above sources.

2.4.2. For aircraft where AETC is not the lead command, the guidance in the applicable AFI 11-2 MDS-specific, Volume 3, will be followed. For passenger-carrying aircraft for which AETC is the lead command (the T-1 and T-43), the NAF/DO is responsible for printed information guides specific to the applicable MDS aircraft.

2.5.1. AETC and AFRC and ANG aircrews under AETC oversight are authorized to use portable global positioning system units (PGU) subject to the restrictions outlined in paragraph 5.8.3.3 of the basic AFI.

2.5.1.1.6. Within AETC:

2.5.1.1.6.1. (Added)(AETC) The use of hand-held cameras in single-seat aircraft is prohibited.

2.5.1.1.6.2. (Added)(AETC) The OG/CC must approve using helmet mounted cameras in single-seat aircraft or hand-held cameras in the cockpit of other than single-seat aircraft. (This includes AFRC and ANG aircraft under AETC oversight.) Individuals authorized to use hand-held cameras will not actively control the aircraft.

2.5.1.1.6.3. (Added)(AETC) The aircraft commander must approve the use of cameras in the cargo or student compartment of AETC aircraft or AFRC or ANG aircraft under AETC oversight.

2.5.1.2.2.1. Within AETC:

2.5.1.2.2.1.1. (Added)(AETC) The use of hand-held video recorders in single-seat aircraft is prohibited.

2.5.1.2.2.1.2. (Added)(AETC) The OG/CC must approve using helmet-mounted or cockpit-mounted video recorders in single-seat aircraft or any video recorder in the cockpit of other than single-seat aircraft. (This includes AFRC and ANG aircraft under AETC oversight.) Individuals authorized to use hand-held video recorders will not actively control the aircraft.

2.5.1.2.2.1.3. (Added)(AETC) The aircraft commander must approve using video recorders in the cargo or student compartment of AETC aircraft or AFRC or ANG aircraft under AETC oversight.

2.5.1.3.2.1. Within AETC:

2.5.1.3.2.1.1. (Added)(AETC) The use of hand-held video recorders in single-seat aircraft is prohibited.

2.5.1.3.2.1.2. (Added)(AETC) The OG/CC must approve using helmet-mounted or cockpit-mounted video recorders in single-seat aircraft or any video recorder in the cockpit of other than single-seat aircraft. (This includes AFRC and ANG aircraft under AETC oversight.) Individuals authorized to use hand-held video recorders will not actively control the aircraft.

2.5.1.3.2.1.3. (Added)(AETC) The aircraft commander must approve using video recorders in the cargo or student compartment of AETC aircraft or AFRC or ANG aircraft under AETC oversight.

2.5.4. Crewmembers will not wear rings, wigs, hairpieces, ornaments, barrettes, pins, clips, earrings, or any other item deemed potential foreign object damage (FOD) or safety hazards by the pilot in command (PIC) on the flight line or while performing duties at the aircraft. The PIC will ensure other

passenger's attire will not create a FOD or safety hazard. When aircrews wear helmets, their hair will not be so bulky that the helmet will not fit properly, nor will their hair interfere with the proper positioning of the helmet nape strap.

3.1.2.3. For local area flights that depart and terminate at the home or auxiliary field, aircrews may also use AF IMT 4290, **Aircraft Functional Check Flight/Supersonic Event Log and Flight Order**; AETC Form 345A, **Unit Flight Authorization**, and AETC Form 345B, **Unit Flight Authorization for Transports and Helicopters**; or an overprinted DD Form 175, **Flight Plan, Military**. Aircrews may also use a locally approved form or procedure that meets the minimum flight plan information requirements for the type of flight being planned and has been coordinated with base operations.

3.1.2.4. Aircrews may use locally developed procedures for commonly flown stereo routes for navigator or pilot training flights. These local procedures must meet the minimum flight plan requirements for the type of flight being planned and must be coordinated with base operations. **NOTE:** Aircraft conducting air defense activities may use scramble or airborne order flight plans. The air defense control facility (ADCF) and the flying unit will jointly prepare this flight plan. The ADCF will file the flight plan with the appropriate air route traffic control center (ARTCC).

3.2.1. DD Form 175, AF IMT 4290, AETC Form 345A, AETC Form 345B, or AETC IMT 32, **AETC Passenger Manifest**, may be used in lieu of DD Form 2131, **Passenger Manifest**, to list passengers.

4.2.2. The act of accepting the aircraft tail number from the duty desk by the PIC signifies compliance with this paragraph for units using Training Integration Management System (TIMS).

4.2.2.2. If AETC Form 345B is used, the PIC signifies receipt of duty desk weather and notice to airmen (NOTAM) information by initialing the appropriate block on the form.

4.3.1. Aircrews are authorized to file to or land at (P) fields on the AETC volume training LOA list. Airports listed with a fixed base operator (FBO) are approved for Remain(ing) overnight (RON). Aircrews may also fly instrument approaches to a low approach, under IFR at (P) fields not on the AETC volume training LOA list on a noninterference basis.

4.3.1.1.4. WG/CCs may authorize use of civil/(P) fields not on the AETC volume training LOA list after considering the following:

4.3.1.1.4.1. (Added)(AETC) Is a current government fuel contract in effect?

4.3.1.1.4.2. (Added)(AETC) Is there a point of controlled entry or a similar means to prevent unauthorized entry to the airfield or aircraft?

4.3.1.1.4.3. (Added)(AETC) Is there airfield surveillance (periodic patrols, video monitoring, etc.) 24 hours a day, 7 days a week?

4.3.1.1.4.4. (Added)(AETC) Is there a process to ensure law enforcement or other security response in the event of an airfield or aircraft intrusion?

4.3.1.1.4.5. (Added)(AETC) Is rescue and fire response available?

4.3.2. HQ AETC/DOF must approve all volume training LOAs before implementation. Units who want to add airfields to the AETC volume training LOA list will contact HQ AETC/DOFR for standard LOA templates and forward completed LOAs through the OG/CC to 19 AF/DO for coordination and HQ AETC/DOF for approval. Following approval, airfields will be added to the list. The OG/CC or equivalent of the unit listed as the LOA OPR on the AETC volume training LOA list will ensure the LOA is reviewed at least annually and revised as necessary. HQ AETC/DOFR will be notified of completed reviews and any changes affecting the LOA.

4.3.6. (Added)(AETC) **Joint-Use Airfields.** A current government fuel contract is required for refueling on the civilian side of a joint use airfield. OG/CC may waive this requirement on a case-by-case basis. OG/CCs may approve RON at the civilian side of a joint-use airfield after considering the following:

4.3.6.1. (Added)(AETC) Is a current government fuel contract in effect?

4.3.6.2. (Added)(AETC) Is there a point of controlled entry or a similar means to prevent unauthorized entry to the airfield or aircraft?

4.3.6.3. (Added)(AETC) Is there airfield surveillance (i.e., periodic patrols, video monitoring, etc.) 24 hours a day, 7 days a week?

4.3.6.4. (Added)(AETC) Is there a process to ensure law enforcement or other security response in the event of an airfield or aircraft intrusion?

5.3.1. *(Not applicable to air-refueling formations)* Aircrews may fly a dissimilar formation if required to maintain currency, fulfill upgrade training requirements, or comply with syllabus requirements. All participants will be fully briefed prior to engaging in a dissimilar formation.

5.3.2. *(Applicable to fixed-wing aircraft only)* If, during an emergency, the only aircraft available to chase an emergency aircraft is dissimilar, comply with the following procedures:

5.3.2.1. (Added)(AETC) Assign chase duties to the most experienced formation-qualified instructor pilot (IP) available. **NOTE:** If no instructor is available, any formation-qualified pilot may fly chase.

5.3.2.2. (Added)(AETC) Maintain a vertical separation of 1,000 feet from the emergency aircraft until visual contact is established.

5.3.2.3. (Added)(AETC) Avoid areas of jetwash and wingtip vortices.

5.3.2.4. (Added)(AETC) Maintain continuous radio contact between aircraft.

5.3.2.5. (Added)(AETC) Fly no slower than final turn airspeed (while maneuvering to land) or final approach airspeed (while on final approach) for the aircraft with the higher speed requirement.

5.3.2.6. (Added)(AETC) Conduct chase only during day visual meteorological conditions (VMC).

5.3.2.7. (Added)(AETC) When possible, coordinate with the SOF.

5.8.1.1. Units will follow guidance in the applicable AFI 11-2 MDS-specific, Volume 3, for en route area navigation (RNAV) criteria and procedures for their particular aircraft.

5.8.2. Units will follow the guidance in the applicable AFI 11-2 MDS-specific, Volume 3, for self-contained approach criteria and procedures for their particular aircraft. The use of unpublished self-contained approaches in instrument meteorological condition (IMC) is prohibited for all aircraft without NAF/DO approval (for AETC units). The appropriate MAJCOM/DO is the approval authority for AFRC and ANG units under AETC oversight.

5.8.3.1.1. Aircrews may use mission enhancement systems for en route instrument navigation if the aircraft global positioning system (GPS) is used to update a self-contained navigation system (for example, INS or a mission computer) and the aircraft's position can be verified by a stand-alone system (for example, navigational aids [NAVAID] or a navigator).

5.8.3.2. Units will follow the guidance in the applicable flight manual, MDS-specific volume 3 or other appropriate lead-command guidance. In the absence of other guidance, any GPS system meeting the requirements and specifications of FAA TSO C-129A, *Airborne Supplemental Navigation Equipment Using the Global Positioning System (GPS)*, is authorized for use as the primary navigational source while flying under instrument flight rules (IFR).

5.8.3.2.2. Aircrews of aircraft equipped with a GPS certified by the FAA according to paragraph 5.8.3.2 of the basic AFI are authorized to fly GPS and RNAV (GPS) instrument approaches. Aircrews must ensure RNAV (GPS) minimums are compatible with aircraft equipment.

5.8.3.2.2.8. (Added)(AETC) GPS stand-alone approaches (“GPS” or “RNAV (GPS)” in the title) may be flown during IMC. Descent to Lateral Navigation (LNAV)/Vertical Navigation (VNAV) decision altitude (DA) is only authorized if the aircraft GPS is certified to FAA TSO standards for those minima. Otherwise, the approach will be flown to GPS LNAV MDA.

5.8.3.3. The in-flight use of laptop computers with flight planning software that incorporates a moving map display is encouraged for enhanced situational awareness. These systems do not replace existing navigation equipment and will not be used as the sole means of navigation or interfere with accomplishment of normal in-flight duties. When used, aircrews must have a back-up chart available. Units are responsible for ensuring users are adequately trained to use these systems.

5.8.3.3.4. The software, hardware, and firmware used in PGUs with a moving map display must be tested and approved by the lead command.

5.8.3.3.7. Units are authorized to use lead-command training materials and programs. In lieu of lead-command guidance, units are authorized to develop and use PGU training programs that have been approved by the appropriate NAF. HQ ANG/XO and HQ AFRC/DO are the waiver authorities for their respective units.

5.8.3.4. Only GPS overlay approaches identified with “OR GPS” in the title of the approach procedure are authorized for use. Authorized GPS overlay approaches may be flown during IMC (subject to the restrictions in the basic AFI and this supplement). Applicable AFI 11-2 MDS-specific, Volume 3 (or other appropriate lead-command guidance) will provide aircraft specific authorized minimums (LNAV/VNAV) and any restrictions applicable to the installed GPS equipment.

5.8.3.4.3. Authorized GPS approaches must be retrievable from the aircraft database and must include “OR GPS,” “GPS,” or “RNAV (GPS)” in the title of the procedure. This does not prevent using the GPS for situational awareness on approaches that can not be flown GPS-only.

5.8.3.4.4. GPS overlay approaches may be flown day VMC only, if the underlying NAVAID cannot be displayed.

5.8.3.4.7. Single pilot aircraft refers to both an aircraft with a single seat, and a two-place aircraft with only one pilot aboard. For two-place aircraft, two qualified pilots or an IP and student pilot count as a crew and are authorized to fly GPS overlay approaches subject to the restrictions in the basic AFI and this supplement.

5.9.1.3. (*Applicable to fixed-wing aircraft only*) All uncontrolled fields (nontowered airports) used on a regular basis for training must have a volume training LOA approved by HQ AETC/DOF. To add uncontrolled airfields to the AETC volume training LOA list, units will contact HQ AETC/DOFR for the standard nontowered airport LOA template and forward completed LOAs through the OG/CC to 19 AF/DO for coordination and HQ AETC/DOF for approval. Following approval, the airfields will be added to the list. The OG/CC or equivalent of the unit listed as the LOA OPR on the AETC volume training LOA list will ensure the LOA is reviewed at least annually, and revised as necessary. HQ AETC/DOFR will be notified of completed reviews and any changes affecting the LOA. See AFI 11-2 MDS-specific, Volume 3, for further guidance.

5.9.1.5. Reduced same runway separation (RSRS) criteria are listed in AETCI 11-204, *Runway Supervisory Unit (RSU) Operations*.



5.9.1.6. (Added)(AETC) **Other Prohibitions.** (*Applicable to fixed-wing aircraft only*) Aircrews will not take off or land over an approach end cable that has been reported as loose or slack. Additionally, landing over a raised Web barrier (for example, BAK-15, MA-1A, etc.) is prohibited.

5.10.2. Cell formations of up to six aircraft are exempt from adhering to established VFR cruising altitudes (FAA Waiver #133 I). This exemption also applies to individual aircraft and cell formations operating at or above 12,000 feet MSL within approved refueling anchors and refueling tracks.

5.13.3. The use of vision-restricting devices is approved if required for continuation or student training as defined by the applicable AFI 11-2 MDS-specific, Volume 1, or approved training syllabus. For aircraft in which AETC serves as the lead command, HQ AETC/DOF must approve the vision-restricting device used in the aircraft. When vision-restricting devices are used, the restrictions in paragraph 5.13.1 of the basic AFI apply.

5.13.3.1. The use of vision-restricting devices is approved for takeoffs and landings if required for continuation or student training as defined by the applicable AFI 11-2 MDS-specific, Volume 1, or approved training syllabus. For takeoffs and landings, pilots using vision-restricting devices must be under the direct supervision of a current and qualified IP with full view of the instruments and immediate access to the flight controls.

5.14.1.1. Unless allowed by the applicable AFI 11-2 MDS-specific guidance or training syllabus, aircrews will not perform emergency procedures at night or when in IMC.

5.14.2. See appropriate AFI 11-2 MDS-specific, Volume 3, for guidance.

5.14.2.1. Normally, pilots will not practice simulated emergency procedures unless an IP or flight examiner is seated at and has immediate access to a set of aircraft flight controls. Pilots current or upgrading in single-seat aircraft may practice emergency procedures according to the applicable AFI 11-2 MDS-specific guidance. For dual-pilot aircraft, deviations from this requirement are approved if specifically addressed in the applicable AFI 11-2 MDS-specific guidance.

5.14.2.2. Except for functional check flight (FCF) missions and formal course syllabus requirements, in-flight engine shutdowns will not be performed.

5.14.2.3. (*Applicable to fixed-wing aircraft only*) The practice of fixed-wing SFO approaches is allowed when specifically addressed in AFI 11-2 MDS-specific guidance or applicable syllabus and the guidance conforms with requirements in the basic AFI.

5.15.2. (*Not applicable to helicopters*) Aircrews may accomplish touch-and-go landings if required for continuation training, as defined in the applicable AFI 11-2 MDS-specific, Volume 1; formal syllabus training requirements, as defined in the applicable training syllabus; or functional or operational test flights, as directed by the applicable technical order.

5.15.3. Aircrews will follow guidance for touch-and-go landings in the applicable AFI 11-2 MDS-specific volumes, training syllabus, or tech order flight manual.

5.16.2. AETC aircrews will follow guidance for airdrops as defined in the applicable AFI 11-2 MDS-specific volumes.

5.17.1. Reduced or light-out operations are authorized for continuation or formal syllabus training as defined by the applicable AFI 11-2 MDS-specific, Volume 1, or training syllabus.

5.17.2. Formation flights are authorized to vary their lighting configuration based on valid requirements as outlined in the applicable AFI 11-2 MDS-specific volumes or training syllabus. Pilots operating with varied lighting configurations outside restricted or warning areas must ensure the entire formation can be visually identified by nonparticipating aircraft.

**5.21. Landing with Hot Armament.** Units will develop and follow local published procedures for handling aircraft that land with hot armament.

5.22.2. Aircrews will follow flight information publication (FLIP) guidance on when to file air reports (AIREP).

**5.26. Night Vision Goggles (NVG) Operation.** Aircrews will follow lead-MAJCOM guidance for the use of NVGs as outlined in the applicable AFI 11-2 MDS-specific volumes or training syllabus.

**5.28. Night Approaches.** (*Applicable to fixed-wing aircraft*) Unless otherwise required by a formal syllabus or currency or training requirements (as defined in the applicable AFI 11-2 MDS-specific, Volume 1), the preferred night instrument approach procedures (in order of precedence) are as follows: precision approach, nonprecision approach, and VFR straight-in and VFR rectangular pattern. When available, monitor the glide slope position with the visual descent path indicator during visual approaches and with the instrument landing system (ILS) glide slope during instrument approaches.

**6.2. Personal and Survival Equipment.** AETC requirements for life support equipment are prescribed in AETCI 11-301, *AETC Aircrew Life Support (ALS) Program*.

6.2.2. In the absence of AFI 11-2 MDS-specific guidance, the following requirements apply:

6.2.2.1. (Added)(AETC) Each occupant over 2 years of age will have an approved seat equipped with a seat belt.

6.2.2.2. (Added)(AETC) Occupants must wear a shoulder harness (if installed) with the seat belt during takeoff and landing.

6.2.2.3. (Added)(AETC) Gunner belts are approved for crew in the cabin of rotary wing aircraft.

6.2.2.4. (Added)(AETC) Each occupant should wear a seat belt when seated during flight to avoid possible injury due to sudden turbulence.

6.2.2.5. (Added)(AETC) As an additional precaution, aircraft occupants will wear a seatbelt as follows:

6.2.2.5.1. (Added)(AETC) When directed by the PIC.

6.2.2.5.2. (Added)(AETC) During taxi and for all takeoffs and landings.

6.2.2.5.3. (Added)(AETC) When seated in an ejection seat.

6.2.2.5.4. (Added)(AETC) When in the cockpit of nonejection seat aircraft in flight. **NOTE:** Instructors or evaluators may unbuckle only when performing their duty.

6.2.2.5.5. (Added)(AETC) During air refueling, except when it is normal to be out of restraints during the event or while on an approved orientation program under the supervision of a crewmember.

8.1.1.1. Aircrews may fly Category II and Category III approaches when they have been certified according to lead-command guidance.

8.1.2.2. HQ AETC/DOF is the approval authority to allow units to practice instrument approaches under VFR. Units will forward a request through stan/eval channels to HQ AETC/DOF.

8.4.2.1.5. (Added)(AETC) Forecast winds exceed aircraft limits  $\pm$  1 hour of ETA.

8.4.3. An airfield is considered to be a remote or island destination when its location prevents further flight to a suitable alternate. Unless specifically addressed in AFI 11-2 MDS-specific guidance, aircrews will not hold in lieu of an alternate for remote or island destinations for which designating an alternate is not possible.

8.5.2.6. (Added)(AETC) Forecast winds exceed aircraft limits  $\pm$  1 hour of ETA.

**8.6. Takeoff Minimums.** Unless specifically addressed in AFI 11-2 MDS-specific guidance or an AETC-approved local supplement, aircrews will not take off when the weather is lower than the published landing minimums. This guidance is only considered valid for AETC aircrews if it prescribes substitute recovery procedures.

8.7.2.2.1. T-1 and T-43 aircrews are authorized to use these procedures for home station departure planning. Mobility aircraft aircrews are authorized to use their AFI 11-2 MDS-specific, Volume 3, departure obstacle planning guidance for home station departures only after considering paragraph 8.7.2.2.1.1 through paragraph 8.7.2.2.1.4. All aircrews must receive approval to use these procedures for other than home station operations from the home station squadron supervisor (Sq Sup) or higher. The home station approval authority and the aircrew will consider paragraph 8.7.2.2.1.1 through paragraph 8.7.2.2.1.4 prior to using AFI 11-2 MDS-specific, Volume 3, departure obstacle planning guidance.

8.13.1.5. Aircrews are authorized to fly PRM approaches only if aircrews are properly trained according to paragraph 8.13.1.5.3 (Added)(AETC) and the aircraft has two operable VHF radios. If aircrews are unable to accept a PRM approach, notify ATC at least 200 nautical miles from the airport and expect extensive delays.

8.13.1.5.1. If a TCAS RA is received, the pilot will immediately respond to the RA. If responding to the RA requires deviating from an ATC clearance, the pilot will advise ATC as soon as practical. While responding to an RA, the pilot will comply with the turn portion of the ATC breakout instruction unless safety is determined to be a factor.

8.13.1.5.2. All breakouts from a PRM approach must be hand flown with autopilot disengaged.

8.13.1.5.3. (Added)(AETC) Pilots, navigators, and electronic warfare officers (EWO) must be trained on PRM approaches before conducting them. This is a one-time training requirement and will consist of the following:

8.13.1.5.3.1. (Added)(AETC) Review of the most current FAA/AIM PRM training information located at <http://www.faa.gov/avr/afs/prmtraining/>.

8.13.1.5.3.2. (Added)(AETC) Review of the AFFSA-developed PowerPoint training presentation available at the HQ AETC/DOFV Web site <https://www.aetc.af.mil/do/dof/dofv.asp> (click on "Downloads" then "ILS PRM Briefing").

8.13.1.5.3.3. (Added)(AETC) Review of the FAA PRM video available at the HQ AETC/DOFV Web site <https://www.aetc.af.mil/do/dof/dofv.asp> (click on "Downloads" then "ILS Precision Runway Monitoring Video").

8.13.1.5.4. (Added)(AETC) ANG and AFRC pilots flying in AETC may apply FAA-approved company PRM training received while employed by a part 121 or Part 135 operator.

8.13.2.2. Unless specifically prohibited by AFI 11-2 MDS-specific guidance, aircrews are authorized to continue a published instrument approach when the weather is below minimums.

8.13.3.2. Aircrews will follow AFI 11-2 MDS-specific guidance for the use of radar altimeters during instrument approaches. If guidance is not provided, aircrews will set radar altimeters to the appropriate HAT or HAA for the approach being flown.

8.14.1. If weather is obtained from the Automated Weather Distribution System or Automated Terminal Information Service, prevailing visibility will be determined from the surface observation or reported tower observation, whichever is lower.

**8.15. IFR "VFR on Top."** "VFR on top" operations are prohibited unless prescribed in AFI 11-2 MDS-specific or syllabus guidance.

8.16.1. Aircraft and equipment that have been certified by lead commands for operations within MNPS airspace are considered approved by AETC.

9.1.1.1. The NAF/CC may waive minimum crew rest periods on a case-by-case basis.

9.1.1.1.1. (Added)(AETC) *(For ANG only)* ANG/XO delegates the waiver authority for reduced crew rest for local flying training to the wing commander (WG/CC). Crew rest related to duties not to include flying may be waived by the OG/CC. Commanders must exhaust all viable scheduling options before using this waiver authority.

9.2.1. Aircrew members that transit more than 4 time zones for any reason should not perform flight duties within 48 hours after arrival at their destination. When on higher headquarters missions, units with C-130, HC/MC-130, C-5, C-17, and KC-135 aircraft will follow crew rest requirements in the applicable AFI 11-2 MDS-specific guidance.

9.3.3.1. (Added)(AETC) Augmented crews require OG/CC approval to fly past a basic crew duty period. To exceed a basic aircrew duty period, the crew must be designated an augmented crew at the beginning of the duty period and remain so designated for the entire duty period.

9.3.3.2. (Added)(AETC) An augmented crew for T-6, T-37, and T-38 aircraft is defined as two qualified pilots (excluding pilot instructor training) flying together.

9.3.3.3. (Added)(AETC) An augmented crew for the T-1 is defined as three qualified pilots or two IPs and a student pilot.

9.3.3.4. (Added)(AETC) Augmented crews for airlift (C-5, C-130, EC-130, and C-17), operational support aircraft and tankers (KC-135) will refer to AFI 11-2 MDS-specific guidance.

9.3.3.5. (Added)(AETC) Augmented crews are not authorized for fighter or attack aircraft.

9.3.5. *(For ANG only)* During local- and higher headquarters-directed exercise participation, each ANG aircrew member will review his or her schedule to ensure compliance with crew rest.

9.3.6. *(For AFRC and ANG only)* For aircrew members, the flight duty period includes both military duty and civilian work periods. It begins when the individual, military or civilian, reports for his or her first duty of the day. Flight duty periods end at engine shutdown at the end of the mission or series of missions. Time spent in the completion of duties will not count as crew rest toward the next flight duty period.

9.3.8. (Added)(AETC) **Solo.** A pilot flying alone or with a passenger.

9.3.9. (Added)(AETC) **Dual.** A flight with two rated pilots or an IP with a student on an instructional flight.

9.3.10. (Added)(AETC) **Instructional Flight.** A flight with an IP and a student enrolled in a formal course of training or a required training flight with a student and an IP.

9.3.11. (Added)(AETC) **Daylight.** The period between official sunrise and official sunset.

9.3.12. (Added)(AETC) **Extended Daylight.** The periods 15 minutes before official sunrise and 15 minutes after official sunset. Extended daylight time is counted as daylight for the purpose of calculating flying time.

9.4.1. (Added)(AETC) **Alert or Standby and Compensatory Periods.** AETC aircrews will use the guidance on alert or standby and compensatory periods prescribed in the applicable AFI 11-2 MDS-specific volumes. If no guidance is available, the following applies:

9.4.1.1. (Added)(AETC) Aircrews will not be scheduled for more than 96 hours of continuous alert or standby duty.

9.4.1.2. (Added)(AETC) The initial flight duty period for alert or standby crews is a maximum of 12 hours and begins with the first squadron duty or alert or standby changeover briefing, whichever comes first. After obtaining crew rest, subsequent flight duty periods will begin with any official tasking, but will not exceed 12 hours.

9.4.1.3. (Added)(AETC) While on alert or standby, fixed-wing aircrews are limited to three sorties during any flight duty period. No day or night sortie combination limit applies to aircrews on alert or standby. The OG/CC will determine sortie limits for aircrew conducting search and rescue or disaster relief operations.

9.4.1.4. (Added)(AETC) Grant alert or standby crews 1 hour of free time for every 3 hours of alert or standby not to exceed 72 hours.

9.4.2. (Added)(AETC) **Crew Rest and Crew Duty for Air Defense Alert.** *(For AFRC and ANG only)*  
The following requirements apply:

9.4.2.1. (Added)(AETC) **Flight Duty on Alert.** The initial flight duty period is a maximum of 12 hours (14 hours, if waived according to paragraph 9.1.1 of the basic AFI) and begins with the first squadron duty, alert changeover briefing, or (for AFRC or ANG) civilian work, whichever occurs first. After getting crew rest on alert (according to paragraph 9.4.2.2 [Added][AETC], this supplement), subsequent flight duty periods begin with any official tasking and will not exceed 12 hours, as follows:

9.4.2.1.1. (Added)(AETC) Planned tasking (training sorties, aircraft swaps, etc.) will not exceed the flight duty period. If an active air defense mission results in an aircrew member exceeding the flight duty period, either replace the individual or put the individual on mandatory status until crew rest is obtained.

9.4.2.1.2. (Added)(AETC) Except for active flying tasking, do not disturb alert crews from 2200 to 0600 local time. For any planned missions (active air or training) that start during or extend into the period 2200 to 0600 local time, make all possible attempts to notify aircrew members in enough time for mission preparation and crew rest.

9.4.2.2. (Added)(AETC) **Crew Rest on Alert.** Once provided the opportunity for at least 8 hours of uninterrupted rest, an aircrew member may start a new alert flight duty period.

9.4.2.3. (Added)(AETC) **Restricted Status.** If the air defense sector and the unit determine the need to place an aircrew member into crew rest due to probable future taskings, they may place the unit on restricted status. When on restricted status, alert crews will be in crew rest. This is different than mandatory status and does not require up-channel reporting or prevent other higher headquarters tasking.

9.4.2.4. (Added)(AETC) **Sortie Limits.** An aircrew member may fly up to three sorties during a flight duty period. (See Table 9.1, Note 1, of the basic AFI for training sortie day/night combination limits.) Active air defense scrambles do not have a day/night combination limit. Upon reaching the sortie limit, the aircrew member will either be replaced or put on mandatory status until crew rest is obtained.

9.4.2.5. (Added)(AETC) **Post-Alert Status.** An alert aircrew member may perform a normal flight duty period if he or she complies with crew rest requirements. The post-alert duty day begins at changeover, scramble activity (including battle stations or a "suit-up" call), or other official tasking, whichever comes first.

9.4.2.6. (Added)(AETC) **Supervisory, SOF, or RSU Duties.** Squadron supervisors, SOFs and RSU crews will meet normal crew rest requirements. Squadron supervisors recalled to perform supervisory or

SOF duties during an active flying tasking need not meet crew rest requirements for that duty, but they must obtain required crew rest before returning to normal duty.

**9.6. Maximum FDP.** See Table 9.2 (Added)(AETC), this supplement, for maximum flying times.

**Table 9.2. (Added)(AETC) Maximum Flying Times.**

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
	<b>Aircraft</b>	<b>Flying Time During Flight Duty Period</b>	<b>Flying Hours Per 7 Consecutive Days</b>	<b>Hours Per 30 Consecutive Days</b>
<b>1</b>	C-5, C-17, C-21, and C-130	12 hours total (note 1)	50 (note 1)	125
<b>2</b>	F-15 and F-16 (note 2 and note 3)	8 hours total; 5 hours instructional	30 (note 4)	75 (note 4)
<b>3</b>	H-1	12 hours total	50 (note 1)	125
<b>4</b>	HH-60	16 hours augmented crew; 14 hours total (12 hours without operational automated flight control system [AFCS]); 12 hours instructional or FCF		
<b>5</b>	H/MC-130H/P (note 5)	16 hours total; 12 hours tactical, FCF or inoperative autopilot		
<b>6</b>	KC-135	12 hours total (note 1)		
<b>7</b>	MH-53J	16 hours augmented crew; 14 hours total (12 hours without operational AFCS); 12 hours instructional or FCF		
<b>8</b>	T-1 (note 6)	8 hours total; 6.5 hours instructional	45 (note 4)	90 (note 4)
<b>9</b>	T-6	8 total hours; 5.5 hours instructional or FCF	30 (note 4)	75 (note 4)
<b>10</b>	T-37 and T-38 (note 7)	6.5 total hours; 5 hours FCF or 4.5 hours instructional		

<b>I T E M</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>D</b>
	<b>Aircraft</b>	<b>Flying Time During Flight Duty Period</b>	<b>Flying Hours Per 7 Consecutive Days</b>	<b>Hours Per 30 Consecutive Days</b>
<b>11</b>	T-43	10 hours basic crew without autopilot (6 hours actual weather); 12 hours basic crew with autopilot (10 hours actual weather)	50	125

**NOTES:**

1. See AFI 11-2 MDS-specific guidance for operational missions.
2. For single-seat fighters, if any flying is done at night the maximum flight duty period is 10 hours (12 hours for dual-seat fighters with two qualified pilots on board). If either sortie is flown at night, fighter aircrews will be limited to two sorties per flight duty period; otherwise, they will be limited to three sorties per flight duty period. Shortened sortie lengths may occur because of weather, maintenance, or other orientation-type profiles (for example, Air Force Reserve Officer Training Corps or spouse); and, with OG/CC approval, aircrews may fly a maximum of four sorties.
3. The maximum flying time for fighter aircrew is 200 hours per calendar quarter.
4. The OG/CC may waive the 7-day maximum time on a case-by-case basis. For weapon systems for which the 30-day maximum time is less than 125 hours, supervisors may also waive the 30-day maximum time (up to 125 hours).
5. The augmented crew duty day is 20 hours for all HC/MC-130s, providing no mission events, HAR below 3,000 feet AGL, pilot proficiency training, or FCFs are accomplished after 16 hours and no air refueling events or HAR at or above 3,000 feet AGL are accomplished after 18 hours. If the autopilot is not operational or its use is denied for more than 8 hours, the crew duty day (CDD) will be 16 hours (the use of altitude hold does not constitute use of an autopilot).
6. The maximum flying and simulator time during the flight duty period is 8 hours, but the last 1.5 hours cannot be flown as an IP on an instructional flight. Aircrews may fly any combination as long as they do not exceed the respective maximums.
7. The maximum flying and simulator time during the flight duty period is 6.5 total hours, but the last 1.5 hours may not be flown as an IP on a student flight. Aircrews may fly any combination if they do not exceed the respective maximums. Waiver authority is the NAF/CC.

9.6.3. (Added)(AETC) AETC aircrews will use the guidance in the applicable AFI 11-2 MDS-specific volumes. If no guidance is provided, the guidance in Table 9.1 of the basic AFI will be followed.

9.6.4. (Added)(AETC) Wing and/or AETC air commanders may extend the maximum flight duty period in the basic AFI, Table 9.1, Basic Aircrew column, by 2 hours. Fighter, attack, bomber, and reconnaissance unit commanders may delegate this waiver authority no lower than the OG/CC or air operations officer. Tanker, transport, and rescue unit commanders may delegate this authority no lower than the SQ/CC for tactical operations or the aircraft commander for nontactical operational missions. Note the issuance of the waiver on the daily flight order, local flight clearance, SOF log, or command post duty log. Issue waivers on a by-name basis only. Blanket waiver statements are not acceptable. The HQ AFRC/DO or HQ ANG/XO must authorize crew duty waivers beyond 2 hours.

9.6.5. (Added)(AETC) Fighter, attack, reconnaissance, and bombers are limited to three daytime sorties per flight duty period or two sorties if one sortie is flown at night.

9.6.6. (Added)(AETC) During operational readiness inspections or unit operational evaluations, aircrew members are limited to four daytime sorties per flight duty period or three sorties if any sortie is flown at night.

9.6.7. (Added)(AETC) Aircrew members deploying or redeploying outside the continental United States, participating in North American Aerospace Defense Command or Air Force Iceland exercises or on an active air defense alert are limited to three sorties per flight duty period. However, these aircrew members do not have a day/night combination limit.

9.7.1. (For ANG only) According to paragraph 9.1.1, ANG/XO authorizes crew rest period be reduced to 10 hours for home station continuation training sorties and other related duties provided the crew member obtains 8 hours of uninterrupted rest. For all other sorties and missions, restrictions remain according to guidance in Chapter 9.

9.7.2. (For ANG only) According to paragraph 9.1.1, ANG/XO authorizes crew rest period be reduced to ten hours for home station continuation training sorties and other related duties provided the crew member obtains eight hours of uninterrupted rest. For all other sorties and missions, restrictions remain according to guidance in Chapter 9.

9.7.7. (Added)(AETC) (For AFRC only) Crew rest for successive flight activity will not begin sooner than 1 hour after the final landing from a previous flight activity or when completing the last assigned official duty following the previous flight activity. Crew rest for multiplace aircraft will not begin sooner than when the last crewmember leaves after completing assigned official duties.

9.7.8. (Added)(AETC) (For AFRC only) Aircrew members must have a minimum of 24 hours of crew rest following 3 consecutive flight duty periods of 16 hours or more with minimum crew rest between flights.

9.8.3.5. (Added)(AETC) Undergraduate flying training (UFT) instructors will not fly a night instructional sortie as the third flight or flight-related activity (runway supervisor unit, SOF, or simulator) of the duty day. The OG/CC may waive this restriction on a case-by-case basis. IPs will not fly with students or act as PIC outside the extended daylight period (as defined in paragraph 9.3.12 (Added)(AETC) of this supplement) until they have completed the local night checkout.

**9.10. Forms Prescribed. AETC IMT 856, Mission Data.**

**9.11. (Added)(AETC) Forms Adopted. DD Form 175, Military Flight Plan; DD Form 2131, Passenger Manifest; AF Form 847, Recommendation for Change of Publication; AF IMT 4290, Aircraft Functional Check Flight/Supersonic Event Log and Flight Order; AETC IMT 32, AETC Passenger Manifest; AETC Form 345A, Unit Flight Authorization; and AETC Form 345B, Unit Flight Authorization for Transports and Helicopter.**

WILLIAM M. FRASER III, Major General, USAF  
Director of Operations



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

AETCI 11-301, *AETC Aircrew Life Support (ALS) Program*

AFI 11-401, *Flight Management*

AETCI 11-204, *Runway Supervisory Unit (RSU) Operations*

AFI 33-360, Volume 1, *Air Force Content Management Program—Publications*

***Abbreviations and Acronyms***

**ADCF**—air defense control facility

**AFCS**—automated flight control system

**AHAS**—Avian Hazard Advisory System

**AMC**—Air Mobility Command

**BAM**—bird avoidance model

**CAP-USAF**—Civil Air Patrol-US Air Force

**FCF**—functional check flight

**FOD**—foreign object damage

**IP**—instructor pilot

**LOA**—letter of agreement

**MDS**—mission design series

**NACO**—National Aeronautical Charting Organization

**NAF**—numbered Air Force

**OG/CC**—operations group commander

**OWS**—operational weather squadron

**RON**—remain(ing) overnight

**SOF**—supervisor of flying

**SQ/CC**—squadron commander

**STIF**—supplemental theater information file

**TRG**—training group

**WG/CC**—wing commander