

**BY ORDER OF THE COMMANDER
442D FIGHTER WING**

442d FIGHTER WING INSTRUCTION 11-201

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Flying Operations

COMBAT SORTIE GENERATION



COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements Air Force Policy Directive (AFPD) 11-2, *Flight Rules and Procedures*. This instruction establishes procedures to be used in support of actual or practice sortie generation operations. It supports Multi-Command Regulation (MCR) 60-6, *Combat Sortie Generation*, and applies to 442 FW units during all surge operations. Subordinate organizations will develop supplemental operating procedures and checklists as required.

SUMMARY OF REVISIONS

This revision changes the number of this publication. This publication has been updated to include the applicable antecedent AFPD 11-2. A (I) indicates revisions from the previous edition.

Chapter 1

GENERAL

1.1. Introduction. Although the environment in which tactical air forces may be committed varies drastically, one common requirement pervades all situations--the capability to generate a maximum number of combat sorties in a minimum amount of time with available resources. The sortie generation process can best be described as a series of sortie cycles. Each cycle is made up of two basic components--flying and regeneration. Shortening one or both of these components can increase the total number of sorties generated. Operations components of a sortie cycle range from mission briefings through debriefings. The logistical effort to accomplish regeneration is divided into servicing, munitions loading, and essential repairs.

1.1.1. Individual flying elements from mission briefing through debriefing can be shortened to reduce the length of pilot regeneration. The logistics effort, including servicing, munitions loading, and essential repairs to regenerate aircraft, can be compressed through prepositioning resources, the division of work and the use of combat procedures. Manpower for sortie production can be increased through cross utilization of skills, augmentation of key functions, and the location of indirect support resources in sortie generation areas. All facets of combat support will be exercised as directed to maintain/demonstrate the capabilities essential in operating a fighting force. During exercises, special operating instructions (SPINs) will be distributed to identify variations in normal procedures or explain specific operations. SPINs will be signed by the exercise director appointed by the 442 FW/CC. An exercise OPORD may be published in lieu of SPINs for major activities; if so, the OPORD will include SPINs as annexes.

1.2. Scope . The high sortie rate the A/OA-10 can attain has enabled higher headquarters to task A/OA-10 units correspondingly. This unique capability has necessitated development of innovative procedures to achieve goals significantly greater than non-A/OA-10 units. To maintain (or improve) this level of preparedness, recurring implementation of the procedures is required. In order to provide the maximum availability of personnel, all routine training requirements will normally be canceled and not rescheduled until the exercise has terminated. Surges should not be relied upon as the primary method of attaining flying requirements. Surges should be designed to simulate combat conditions as closely as possible.

1.3. Objectives:

- 1.3.1. Maximize participation of all wing assets and host base participants.
- 1.3.2. Exercise the response posture during intelligence buildup and predeployment phases.
- 1.3.3. Develop a realistic exercise scenario that merges/maximizes MCR 60-6 and unit employment training.
- 1.3.4. Sustain employment at levels tasked in contingency plans.
- 1.3.5. Collect and report applicable factors to aid in improvement of future operations.
- 1.3.6. Safety of operations: Ensure existing procedures are adequate to minimize the increased risk.

1.4. Terms. The following general terms are defined for the purpose of this directive.

- 1.4.1. Aircraft Turnaround Supervisor (ATS): A seven-level aircraft maintenance technician who is responsible for aircraft combat turnaround on no more than one aircraft at one time.
- 1.4.2. Armed Reconnaissance: A specific mission planned with the primary purpose of searching out, attacking, and destroying targets of opportunity along lines of communications (LOCs) or within assigned areas.
- 1.4.3. Augmentee: An individual who is designated, trained, and qualified to assist operations and logistics functions in the accomplishment of specified tasks during support of combat operations.
- 1.4.4. Bare Base: A location with a runway, a potable water supply, and sufficient parking apron areas for deployed aircraft.
- 1.4.5. Interdiction: Targeted against second echelon assets. Requires Army coordination if flown in area between forward line of own troops (FLOT) and fire support coordination line (FSCL) but no coordination is required if flown beyond FSCL.
- 1.4.6. Munitions Breakout: The process whereby palletized/containerized munitions components are taken from storage and unpackaged.
- 1.4.7. Collocated Operating Base (COB): An allied base designated for joint or unilateral use by the wartime tactical augmentation forces or for the wartime relocation of in-place US forces.
- 1.4.8. Close Air Support (CAS): Sorties in support of and requested by the Army (preplanned or immediate). Normally flown in vicinity of FLOT.
- 1.4.9. Combat Turn Area (CTA): An area designated for simultaneous maintenance, weapons loading, and refueling of aircraft for combat operations. The area may consist of hardened aircraft shelter(s), aircraft flow-through revetments, or open ramp.
- 1.4.10. Integrated Combat Turnaround (ICT): An integrated process by which an aircraft is recovered and relaunched in a minimum of time through simultaneous actions to service and reload aircraft. Specific procedures for such activity are found in the aircraft combat turnaround task assignment lists (TALs).
- 1.4.11. Combat Turn Director (CTD): A highly qualified maintenance officer or senior NCO who is responsible for aircraft combat turnaround operations.
- 1.4.12. Cursory Check/Dearm: An area designated for cursory/dearm/ground safety pin installation on aircraft after landing and prior to taxiing for further maintenance actions.
- 1.4.13. Delivery: The process whereby assembled munitions are delivered to the aircraft loading areas or designated holding points.
- 1.4.14. Engine Start Area: An area designated for engine start and removal of ground safety pins after hot refueling if an engine must be shut down.
- 1.4.15. Fast-fix Area: An area designated for parking aircraft that require more than 30 minutes but less than 4 hours for completion of maintenance actions.
- 1.4.16. FLOTs: Approximate line where opposing ground forces are in contact.
- 1.4.17. Flow-Throughs: May be open ramp or hardened shelters constructed with both ends open. May contain facilities for refueling and munitions loading. Aircraft may be taxied through these areas without sharp turns or a push back with a tug.

- 1.4.18. Forward Operating Location (FOL): An austere staging area. Generally conducts only refueling, munitions loading, and minor maintenance.
- 1.4.19. Generated Weapon Systems: A weapon system capable of offensive or defensive combat operations against an enemy force. Includes properly configured aircraft for a specific tasked mission and an aircrew capable of flying the mission.
- 1.4.20. Hard-Break Area: An area designated for parking aircraft that require more than 4 hours for completion of maintenance actions.
- 1.4.21. Loading: The process whereby munitions are loaded on aircraft in accordance with the appropriate ICT technical orders (TO).
- 1.4.22. Operations Liaison Officer (OLO): Qualified rated officer who functions as a member of the ramp rat team to coordinate maintenance and operations activities.
- 1.4.23. Offensive Air Support: For the A/OA-10, it consists of CAS, interdiction, armed reconnaissance, and forward air control (FAC) missions.
- 1.4.24. Main Operations Base: Primary beddown location for tasked aircraft and support. Capable of sustained operations and major aircraft repair (dependent upon supply).
- 1.4.25. Mission Planning Cell (MPC): An element of the squadron operations center (SOC) composed of operations experts and munitions experts who are responsible for breaking the daily air tasking order and scheduling combat sorties to meet tasked requirements.
- 1.4.26. Munitions Liaison Officer: A munitions officer or nine-level NCO assigned to a unit mission planning cell.
- 1.4.27. Munitions Assembly: The process whereby all components required are assembled into a complete round.
- 1.4.28. Ramp Rat: A team composed of a maintenance officer/senior NCO and a qualified rated officer (OLO) appointed by the Operations Group Commander to work as liaison with the SOC commander. Require both maintenance net and ultra high frequency (UHF) radios.
- 1.4.29. Preload: The process whereby complete munitions rounds are mated to aircraft suspension equipment prior to delivery to aircraft loading areas.
- 1.4.30. Push CAS: A tasking process where aircraft are turned and relaunched as quickly as possible to an orbit point close to the battle to assume continuous airborne alert.
- 1.4.31. Sortie: The launch, flight, and recovery of one aircraft.
- 1.4.32. Sortie Rate: The total number of sorties flown in a 24 hour period divided by the unit possessed primary assigned aircraft. Rates should be established based on individual theater employment considerations for each mission design series (MDS).
- 1.4.33. Standby Base: An austere base designated for wartime use having the adequate airfield facilities to accept deployed aircraft.
- 1.4.34. Surge: An activity during which unit aircraft are flown at a rate significantly higher than the normal peacetime utilization rate.
- 1.4.35. SOC: A consolidated command and control element that interfaces operations, intelligence, MPC, and maintenance to minimize combat coordination and planning delays.

Chapter 2

LOGISTICS

2.1. General. The two logistics subfunctions of maintenance and resources are major factors in combat sortie generation operations. To rapidly regenerate aircraft, logistics resources will be prepositioned to the maximum extent possible to allow immediate regeneration of mission capable aircraft.

2.2. Maintenance. Management of the maintenance effort will be subdivided into two distinct efforts--combat turnarounds and repair of aircraft that return nonmission capable. The latter effort can be further divided into fast and hard-fix categories. The division of work, coupled with the prepositioning of logistics resources, will allow the regeneration effort to focus on a specific task and place priority on the most available aircraft.

2.2.1. The basic ramp layout for local exercises should be in accordance with (IAW) tasked beddown bases as much as possible.

2.2.2. If a deployment mission is flown, parking areas will be cleared of aircraft prior to the scheduled landing time of the first deployment cell. If the deployment mission is flown subsequent to a mobility/aircraft generation exercise, normally the deployment launch will be delayed or the recovering deployed aircraft will be isolated from regeneration actions other than normal parking/soap sample servicing until a realistic deployment flight time is simulated. This is to ensure that airlift schedules, personnel rest periods and deployment flight times approach that of real world tasking to the maximum extent possible. Assuming the deployment launch would begin immediately after the generation time has expired, regeneration actions will not normally commence prior to a time equating the minimum flight time to the simulated destination. Realizing that a practice deployment sortie of this duration cannot be flown, regeneration timing may be accomplished through a delay of the deployment launch or by isolating the deployed aircraft until the simulated flight time expires.

2.2.3. If the exercise is scheduled to commence with the regeneration phase the following actions will be taken. Aircraft regeneration may be conducted in one or more deployed areas based on each unit's real world tasking. Resources will be limited to those which would actually be in place, based on tasked unit type codes (UTCs) and airlift flow schedules. If applicable, host base resource requests will be reviewed and approved. The above actions will be accomplished in time to ensure the regeneration phase can commence at the scheduled time.

2.2.4. Regeneration converts deployment configured aircraft into combat configured aircraft, ready for launch. Evaluation criteria used to measure the regeneration phase are in Air Force Instruction 90-201, *Inspector General Activities*, as supplemented by ACC and the exercise operations order (OPORD) or SPINs. The following guidelines will be used to regenerate aircraft during combat surge exercises.

2.2.4.1. Deployment fuel tanks and travel pods will be downloaded.

2.2.4.2. Munitions uploading will be IAW air tasking order.

2.2.4.3. The regeneration effort will continue until all deployed aircraft are generated or until the deployed commander directs the exercise to be terminated.

2.2.5. Employment Procedures. Integrated combat turn procedures should be used for all alert aircraft returning partially mission capable (PMC) or better. Some ICTs will require upload of inert ord-

nance, others will require bomb dummy units (BDUs). In addition, the inspector general (IG) may require "demonstration of ICTs" wherein an aircraft is completely loaded with inert munitions and subsequently downloaded for a later mission. But such demonstrations may only be tasked in exercises not otherwise involving full scale ordnance.

2.2.5.1. The number of combat turnaround spots will be determined by the "deployed" commander in coordination with the CTD. Consideration must be given to the availability of load crews and exercise task order requirements. All simulated live munitions loading other than "first go" sorties will be conducted in CTAs. Combat turn areas may be designated as "open ramp", hardened aircraft shelter or flow-through depending on the facilities available at the exercise simulated beddown location. Flow-through ICTs allow the quickest turn times and should be favored for "Push CAS" operations if base threat level permits.

2.2.5.2. To provide realistic turn times, the following procedures will be used to simulate combat loading of unit aircraft designated for ICTs:

2.2.5.2.1. 30MM ammunition will be loaded or simulated IAW required tasking. Loading of ammunition will not be simulated. Ammunition will be reloaded as required for full systems or full cans.

2.2.5.2.2. Training Guided Missile (TGM) 65 Maverick. The standard load for aircraft requiring upload of mavericks is two mavericks (one on station three and one on station nine) on LAU-117s, however, due to the limited availability, one TGM will be loaded on either station three or nine. If already so configured, the LAU-117 with TGM will be downloaded then reloaded on opposite station.

2.2.5.2.3. MK-82 Inert Bombs. The standard load for MK-82 aircraft is four MK-82 on parent stations. Inert fusing will be used to maximum extent possible. If TERS are loaded on aircraft, they may be left on the aircraft for subsequent flights with BDU-33s. MK-20, CBU-87/89 training munitions may be substituted for MK-82 inert as required.

2.2.5.2.4. OA-10 aircraft standard load will be a minimum of two rocket pods parent mounted.

2.2.5.2.5. Any standard load discussed in the paragraphs 2.2.5.2.2, 2.2.5.2.3 or 2.2.5.2.4 may also include a parent mounted ECM POD and an AIM-9 if available.

2.2.5.2.6. The transport and movement of ordnance between combat turn areas will be performed by emergency mission support (EMS) line delivery personnel versus exercise load crews.

2.2.5.2.7. Fuel support will be provided for combat turnaround spots and fix areas. Hot refueling will be accomplished when necessary or advantageous IAW 442 CAMS Task Assignment Lists (TALs) and the Dash One Checklist. The ramp rat and CTDs will determine when hot refueling will be used. In any case, it will be practiced sufficiently to maintain proficiency for wartime use. **NOTE:** When authorized hot refueling.

2.3. Resources. The "deployed" aircraft maintenance/logistical support package will be independent and self-contained to the maximum. The readiness spares package (RSP) will be the source of supply for aircraft spares. Requirements which involve exercise support outside the confines of the deployed support must be negotiated with the exercise director.

2.3.1. Procedures for mobility exercise/actual deployment to an FOL/COB are provided for in 442 FW Mobility Plan.

2.3.2. Advance planning for operation from a simulated FOL/COB using wing facilities is contained in the 442 FW Warning Order.

Chapter 3

COMMAND AND CONTROL

3.1. General. This chapter establishes procedures for command and control of missions generated IAW this instruction and delineates responsibilities for supervision of surge activities.

3.2. Non-Surge ICT Exercises. ICT exercises are scheduled in advance. The fighter squadron (FS) will ensure qualified pilots are available to accept turned aircraft at the appropriate time. ICTs may be done on aircraft returning from scheduled sorties or on dedicated ICT aircraft which have not flown.

3.2.1. Ensure a qualified CTD is available to supervise and coordinate the ICT exercise. Additional supervisory/ training personnel may participate to ensure training and evaluation objectives are met.

3.2.2. The supervisor of flying (SOF) and command post controllers will continue to exercise normal responsibilities.

3.3. Surge Exercises. Surges are designed to exercise and require more extensive participation than the ICT exercises.

3.3.1. The FS will establish a SOC with a commander, mission planning cell and an intelligence section for all surge exercises. (Exception: not required for one-day surges.)

3.3.2. The SOF will continue to monitor all local flight operations as representative of the 442 OG/CC and retains authority for weather cancellation and control of aircraft emergencies. The SOF should advise the SOC commander when conditions preclude exercise continuance and keep him/her apprised of conditions which might affect the surge exercise.

3.3.3. Fighter Squadron Maintenance (FSM)/LG/MXS or LSS qualified personnel will provide CTD and ATS supervisory personnel as necessary to properly man activated CTAs. Operations shall provide an OLO to coordinate with the CTD to ensure operations objectives are met. The OLO will be provided with a UHF radio-equipped vehicle and a maintenance net radio.

3.3.4. Designated alert pilots shall contact the SOC via radio on the assigned frequency when achieving alert status to receive scramble orders and/or additional instructions.

3.3.5. Intelligence personnel will accomplish mission debriefs for all returning alert pilots IAW this instruction.

Chapter 4

SURGE SUPPORT REQUIREMENTS

4.1. General. Surge exercises will attempt to incorporate the participation of all wing personnel to the maximum extent possible as directed by 442 FW/CC. Individuals not mobilized will fulfill duties as directed.

4.2. Disaster Preparedness. Personnel disaster preparedness reaction will be exercised during surges as directed. This includes airfield raids, nuclear, biological or chemical (NBC) incidents and natural disasters. These exercises affect all wing personnel. Protective equipment (gas masks, etc.) will be distributed and utilized as SPINs direct.

4.3. Civil Engineering. During exercises, Civil Engineering will provide normal engineering support. Particular emphasis will be placed on fire/crash services, airfield lighting, electrical systems, power production, airfield sweeping, and facilities directly related to the mission. Routine maintenance schedules will be adjusted to provide priority support to the exercise or contingency.

4.4. Services. Operational constraints may dictate requirements for additional lodging, flight meals, ground support meals, meals ready to eat (MREs), or expanded dining facility hours. All requests for any such requirements will be forwarded through 442 MSS/SVMH for coordination with the host unit.

4.5. Security. Since normal base security must be maintained on a 24-hour basis, tasking during the exercise must remain consonant with real world operations. Base security is provided by the host base.

4.6. Weather. Weather support for home station exercises will be IAW Whiteman AFB Instruction 15-11, *Weather Support Procedures*. The 509 Weather Flight (509 OSS/OSW) will be informed beforehand of expanded operational hours requirements.

4.7. Air Traffic Control/Communications. These procedures will be IAW Air Force Instruction 11-2A/OA-10, V3, *A/OA-10--Operations Procedures*, or as coordinated in special instances between the SOF and the Control Tower and Base Operations.

4.8. Public Affairs. The community relations posture between 442 FW and local communities is enhanced through public awareness and acceptance of the various types of military flying activity. Advance announcement of impending surge activity is desirable, but this may not always be possible.

4.8.1. News Media Liaison. 442 FW/PA is the focal point for contact/liaison with the news media. 442 FW/PA will escort visiting news media representatives granted access to the Air Force Reserve Command (AFRC) portion of the airport.

4.8.2. Public Inquiries/Complaints. Callers will be referred to 442 FW/PA for follow-on action.

4.8.3. Local civil flying organizations are to be forewarned of surges by 442 FW/SE and Federal Aviation Administration representatives.

4.9. Safety. Commander and supervisor involvement is the key to an effective safety program. In order to ensure that the combat capability of the wing is maintained, personnel and material resources must be conserved through an effective accident prevention program during all phases of the exercises.

4.9.1. The Chief of Safety/ Acting Chief of Safety will ensure that necessary safety surveillance is conducted throughout the duration of the operation.

4.9.2. The Safety Office will periodically monitor flight, weapons, and ground safety briefings to ensure their adequacy.

4.9.3. Procedures will be established to ensure that material evidence is preserved in the event of a mishap.

4.9.4. The Safety Office will be notified as soon as possible of any incident or mishap.

Chapter 5

TRAINING AND ANALYSIS

5.1. Training Documentation. Training events accomplished during wing surge operations will be documented, i.e., gas mask, munitions loading, hot pit refueling, security exercises, disaster preparedness, medical mobility, etc.

Chapter 6

OPERATING PROCEDURES

6.1. General:

6.1.1. This chapter establishes logistics and operating guidance for the planning, execution, and support of combat turnaround operations to sustain the sortie rates required in the exercise of contingency/operations plans and to define training requirements for surge training exercises. The overall principle is realistic unit combat sortie training, tied directly to checkered flag tasking.

6.1.2. Provisions of this instruction are applicable to the maximum extent feasible.

6.1.3. The concept of operations requires only those assets mobilized and available at the overseas beddown location be utilized to maximize the capability of the wing to generate combat sorties under wartime conditions.

6.2. Expanded Terms. This paragraph provides expanded terms for combat turnarounds.

6.2.1. Combat Turnaround: The sequence of activities that occur between the time an aircraft lands and when it taxis for takeoff. The turnaround will take various forms depending on the mission and ordnance remaining. Maintenance and intelligence debriefing, flight planning, and intelligence and flight briefing requirements will vary with the turnaround mode. Modes are:

6.2.1.1. Hot Refuel and Relaunch: Pilots will remain in the aircraft during hot refueling operations. Aircraft may relaunch immediately, if authorized, or be directed to the combat turn area for munitions loading after hot refueling. In the immediate relaunch mode, any needed intelligence information must be given to the pilot at the refueling site via secure radio or runner.

6.2.1.2. ICT. In this form of turn-around, the aircraft is serviced and rearmed as quickly as possible. As soon as the aircraft is ready, the pilot will be available for alert or launch. Since the aircraft will be turned quickly, the next mission must not require the pilot to accomplish extensive preplanning or complex briefing. Maintenance, intelligence, weather, and tasking information, along with required planning materials, should be readily available in the CTA.

6.2.1.3. Full Cycle Turnaround. In this form of turnaround, the pilot debriefs maintenance and intelligence and then leaves the CTA to prepare for another mission. A combat capable aircraft is regenerated as soon as possible. The previous pilot may return to fly the same aircraft after preparing for his next mission, or another pilot may fly it. The situation could arise where aircraft are combat turned and relaunched as rapidly as possible but the pilots leapfrog to allow more planning time.

6.3. Responsibilities:

6.3.1. Wing Commander will:

6.3.1.1. Ensure the 303d Fighter Squadron Maintenance is trained in combat sortie generation procedures to be used at the employment base.

6.3.1.2. Initiate combat turn exercises.

6.3.1.3. Establish a wing exercise evaluation team.

6.3.1.4. Ensure all non-flying related duties are assigned to non-flying personnel to the maximum extent possible.

6.3.1.5. Ensure the appropriate theater alerting system is used for all facets of the exercise.

6.3.2. The 303 FS Commander will:

6.3.2.1. Ensure pilots brief all known possible missions prior to the first flight of each day. Subsequent applicable briefing times will be provided by operations/intelligence supervisors. Pilots who are relaunched on subsequent sorties without deplaning will receive applicable briefings over a secure radio or via runner from operations/intelligence personnel.

6.3.2.2. Ensure each flight has time to cover minimum briefing items between combat turns, if required.

6.3.2.3. Ensure intelligence debriefs a minimum of one pilot per tasked mission. All aircraft must cycle through the cursory check area. During the combat turn, intelligence will use a secure radio or runner to give each pilot current intelligence.

6.3.2.4. Ensure SOC obtains weather information, however, each pilot is responsible for obtaining weather updates via any means available.

6.3.2.5. Select and train operations liaison officers. OLOs should be capable of making decisions normally required of senior squadron supervisors.

6.3.2.6. Ensure SOC Commander and ramp rat coordinate on assignment of spare aircraft and marshaling instructions as required. Operations/Intelligence supervisors are responsible for providing pilots with mission changes and all applicable information. Flight leads are responsible for providing the SOC with aircraft status codes IAW Air Force Reserve Command Instruction 21-101, *Aircraft Maintenance Guidance and Procedures*, and other appropriate information over the designated frequency prior to landing whenever possible. If codes have not been relayed prior to landing, they should be called to the OLO/SOC as soon as possible (ASAP) after landing and prior to taxi to the CTA.

6.3.2.7. Ensure pilots make inflight reports (INFLTREPs) to appropriate agency while airborne if possible.

6.3.2.8. Ensure the squadron supervisors establish training requirements for the FSM. During the exercise, the SOC will track sorties flown.

6.3.2.9. Ensure each exercise is designed to maximize training within the limits of available airspace/ranges. Operations supervisors are also responsible for ensuring pilots are not tasked to perform events/missions for which they are not qualified.

6.3.2.10. Ensure flying hour allocations accommodate exercise requirements of this instruction.

6.3.2.11. Ensure pilots know what type of alert they will be assuming (cockpit alert, five minutes, etc.). Checklists will be used for alert, scramble procedures and briefings.

6.3.2.12. Ensure augmentation requests, if necessary, are filled with wing staff and nontasked 303 FS personnel. This includes SOF/SOC.

6.3.3. Logistics Group Commander (LG/CC) will:

6.3.3.1. Utilize the appropriate type areas and spots.

- 6.3.3.2. Provide sufficient RSP storage areas in proximity to the CTA.
- 6.3.3.3. Ensure mobility equipment custodians are assigned.
- 6.3.3.4. Support combat surge exercise by utilizing TAL procedures to perform aircraft combat turns within the constraints of the simulated employment base.
- 6.3.3.5. Develop procedures for accountability and control of spares aggregated in the CTA and to support maintenance activities during combat turn operations and exercises.
- 6.3.3.6. Coordinate refueling procedures in consonance with the checkered flag employment base requirement.

6.4. Resources. Supply procedures, including issue of RSP and equipment items, refueling, and reporting will be IAW Air Force Manual 23-110, V2 (CD), *Air Force Supply System Electronic Publishing Library*.

6.5. Operations. This paragraph provides broad operations guidance for the operations related functions of mission planning, pilot briefings/debriefings, conduct of flight operations, and reporting.

6.5.1. Mission Planning. "Smart Packs" will be used to supplement pilot checklists. All mission planning information (weather, notice to airmen (NOTAM), flight crew information file (FCIF), tasking, and intelligence) will be provided to pilots at mission planning/briefing locations.

6.5.1.1. SOC mission planning cell will provide pilots with detailed mission information for study ASAP. This information will include (where available/applicable):

- 6.5.1.1.1. Call sign.
- 6.5.1.1.2. Flight plan filing procedures.
- 6.5.1.1.3. Airspace control order information.
- 6.5.1.1.4. Integrated Tasking Order (ITO) information.
- 6.5.1.1.5. Authentication procedures.
- 6.5.1.1.6. Mode 1, 2, 3, and 4 squawks.
- 6.5.1.1.7. Any pertinent SPINs.

6.5.1.2. Briefings:

6.5.1.2.1. Intelligence briefing/debriefings. All pilot members will receive a situation briefing or an intelligence premission briefing prior to each flight. A situation briefing will be given to all pilots prior to each day's initial flight. Prepermission briefings for subsequent flights will be limited to the essential intelligence items directly impacting the mission being flown. Briefing formats will be IAW Air Force Instruction 14-105/ACC 1, *Unit Intelligence Mission and Responsibilities*.

6.5.1.2.1.1. If neither the target nor route of flight are known when premission briefings are delivered, primary emphasis will be placed on ground situation items.

6.5.1.2.1.2. Normally, intelligence brief/debrief will be done via secure radio; however, intelligence personnel must be prepared to accomplish these activities at plane side in the CTA in case of radio failure.

6.5.1.2.1.2.1. Intelligence will use checklists and procedures for intelligence debriefs and updates. Mission report (MISREP) submission will be IAW appropriate Operation Plan (OPlan) tasking.

6.5.2. Flight Briefings:

6.5.2.1. Prior to the initial mission, pilots must brief minimum mission-essential items using combat mission briefing guides. Mission essential items are weather, ordnance/VTR load, employment tactics, target, route and threat(s). Standard procedures will be used to the maximum extent possible.

6.5.2.2. For subsequent sorties, briefings may be abbreviated provided all flight members use standard briefing procedures prior to the first flight.

6.5.3. Flight Operations.

6.5.3.1. A preflight inspection IAW applicable TOs will be made by a qualified pilot prior to the first sortie of the day. Satisfactory accomplishment of the inspection will be annotated in the aircraft forms if made for another pilot or when the aircraft is being "cocked" for subsequent launch.

6.5.3.2. The pilot will sign the exceptional release and make an entry in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, whenever:

6.5.3.2.1. The aircraft is turned for a subsequent sortie which will not be flown by the same pilot.

6.5.3.2.2. The aircraft is preflighted for another pilot.

6.5.3.2.3. The aircraft is "cocked" for another pilot.

6.5.4. Training Objectives. Squadron commanders, in conjunction with Wing Operations Center (WOC), will develop facility layouts and aircraft parking plans to simulate their assigned beddown locations. These plans will be developed from information furnished by higher headquarters, sponsor wings, visitations, and deployments and used in conjunction with this instruction.

6.5.4.1. Integrated Combat Turn Exercises: Demonstrate the capability to perform integrated combat turns.

6.5.4.1.1. Turnaround operations will use appropriate full-scale weapons configurations consistent with approved ICT procedures. Combat turn-around (if full loads are used) conducted during exercise surge periods will count against monthly requirements. Munitions configurations for combat turnarounds are included in the primary/support munitions (PM/SM) listing. An A-10 qualified pilot will be used for acceptance.

6.5.4.1.2. ICT procedures will be IAW TALs.

6.5.4.1.3. Aircraft will be mission capable and functionally checked, as required, prior to entering turn area.

6.5.4.1.4. Aircraft will be taxied into the combat turn areas.

6.5.4.1.5. Load crew requirements and time standards for ICT operations will be IAW MCR 60-6.

6.5.4.1.6. ICT training will be structured to address all applicable participants and situations. For example, air-craft configured with electric countermeasure (ECM) pods may require pods. All members of an aircraft combat turnaround team should be aware of these differences.

6.5.4.1.7. Munitions and ancillary loading/maintenance equipment may be prepositioned at each turnaround site IAW employment base layout. Munitions will be delivered as complete rounds by appropriate personnel.

6.5.4.2. Surge Exercises. The wing will conduct surge exercises as required which include all wing elements with wartime tasking.

6.5.4.2.1. In order to comply with maintenance training requirements, all aspects of A-10 operations will be scheduled to fully exercise the FSM.

6.5.4.2.2. A surge should be scheduled sufficiently in advance to avoid disruption of scheduled maintenance.

6.5.4.2.3. No fly periods should be scheduled prior to the exercise for aircraft generation and surge preparation. Down days may also be scheduled after the surge days for fleet recovery.

6.5.4.2.4. To minimize interference with the flying activity, mass loading of heavyweight munitions should be conducted simultaneously with the aircraft regeneration phase of the exercise. Aircraft can then be reconfigured as required and rearmed with routine training ordnance to support deployment mission requirements.

6.5.4.2.5. The squadron will decide how to employ their aircraft; gun, maverick, BDU, heavyweights, and rockets in order to cover all aspects of A/OA-10 operation. Gun, maverick, and BDUs should be exercised separately from heavyweights in order to concentrate on specific mission scenarios and load training. Numerous factors such as ordnance availability and range times may alter actual employment sequence; but, regardless of how the exercise is structured, the squadron should ensure that each day the CTA is utilized to the maximum extent possible.

6.5.4.2.6. Exercise duration will be structured to provide comprehensive and realistic training for all elements of combat turnaround and employment operations. Exercises will include a minimum of two day employment scenario. Early termination of the employment phase is at the discretion of the wing commander.

6.5.4.2.7. Appropriate ICT procedures IAW combat tasking will be practiced.

6.5.4.2.8. Surge exercises will follow the most stringent timing requirements of applicable plans.

6.5.4.2.9. The surge rate will be computed on number of aircraft available.

6.5.4.2.10. Dependent upon stockpile of inert expendable heavyweight munitions scores, configurations consistent with training objectives will be loaded and expended for one full day of operation at the ORI sortie rate or better.

MICHAEL K. LYNCH, Col, USAFR
Commander

Attachment 1

GLOSSARY OF REFERENCE AND SUPPORTING INFORMATION

References

AFPD 11-2, *Flight Rules and Procedures*

AFI 11-2A/OA-10 V3, *A/OA-10--Operations Procedures*

AFI 14-105, *Unit Intelligence Mission and Responsibilities*

AFRCI 21-101, *Aircraft Maintenance Guidance and Procedures*

AFMAN 23-110 V2CD, *Air Force Supply System Electronic Publications Library*

AFI 90-201, *Inspector General Activities*

WAFBI 15-11, *Weather Support Procedures*

MCR 60-6, *Combat Sortie Generation*