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Flying Operations

CROSS COUNTRY PROCEDURES

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This instruction implements AFD 11-2, *Aircraft Rules and Procedures* and establishes guidelines and procedures to be used by supervisory personnel. Also to ensure that proper review, approval, and documentation of all flying activities within the 944th Fighter Wing (FW) are accomplished for flying hours expended and supervisory personnel are aware of such training. This instruction applies to the 944 FW and 302d Fighter Squadron (FS).

SUMMARY OF REVISIONS

This revision changes the office of primary responsibility (OPR) and updates a form number and title (paragraph **4.2.3.** and **4.2.4.1.**). A bar (|) indicates revision from the previous edition.

1. Cross Country Navigation Proficiency Flights:

1.1. The objective of this regulation is to enhance the instrument training program and increase the navigational proficiency training of 944 FW pilots. Flights may be authorized for training when required to achieve or maintain Combat Mission Ready (CMR) status. Attendance at required conferences, as well as delivery and or pick up of aircraft/parts essential to maintain combat capability of unit aircraft, are considered as meeting this training criteria.

1.2. Requirements:

1.2.1. The 944 FW Form 2, **Request for Cross Country Flight**, will be completed in detail for each flight.

1.2.2. Maximum navigation and instrument training will be accomplished in flight.

1.2.3. Ready Aircrew Program (RAP) training to be accomplished on each flight, such as Dissimilar Air Combat (DACT), Low Altitude Training (LOWAT), low-level flight, and dry Surface Attack Tactics (SAT), will be explained in detail in the remarks section of 944 FW Form 2.

1.2.4. Pilots will normally plan to use F-16 bases at least every other stop on their cross-country flight. The emphasis will be on accomplishing Joint Oil Analysis Program (JOAP) sample after every flight; however, if analysis is not available, an aircraft may fly one additional sortie until the results of the JOAP analysis are known.

1.2.5. The 302 FS Director of Operations (DO) will screen each cross-country request for training to ensure aircraft are not used for perceived personal convenience.

1.2.6. Normally, a pilot will not request to conduct cross country flight training at locations, which are near his/her airline domicile, place of employment, or home of record. The only exception to this rule will be if the 302 FS/DO can justify the training based on unit and or command needs. If and when such an exception is made, the wing commander will be the approval authority.

1.2.7. Cross country flights will be approved only when appropriate training can be accomplished. Aircraft will not remain overnight (RON) on consecutive days unless local daily training is being conducted, or the pilot is conducting official Air Force Reserve business at that location. When local flight training is being conducted at a cross country location, a duty officer/Supervisor of Flying (SOF) will be present on the ground. The duty officer/SOF will be qualified in the aircraft. He/she is there to assist/coordinate with the host organization SOF, and is also responsible for monitoring the professionalism of all operations.

1.2.8. The wing commander or designated representative will approve all cross country flights by signing the 944 FW Form 2.

1.2.9. Single ship cross country flights may be approved.

1.2.10. Pilots will arrange for proper aircraft security at non-USAF or non-active duty bases.

1.2.11. Pilots will follow procedures in the in-flight guide for maintenance and transient alert requirements.

1.2.12. Operations/Administrative personnel in squadron operations will provide flight/temporary duty (TDY) orders. Flight orders will include names and itinerary of attached flying personnel who may be authorized to fly the aircraft during the cross country trip.

1.2.13. For all cases in which itinerary/personnel or flight profile deviations are required, approval will be obtained by contacting the on-call SOF verbally. For cases in which advanced approval is not possible (i.e., weather divert), the SOF/Top Three (Top-3) will be notified as soon as possible (ASAP) after landing.

1.2.14. Flight orders will be amended, as necessary, by squadron/deployed operations/administrative personnel upon notification by the on-call SOF/Top-3 that approval has been granted for deviations.

1.2.15. Notify Maintenance Operations Center (MOC) of intended cross-country flight at least eight workdays prior to flight to prepare JOAP records and aircraft forms.

1.2.16. Pilots will ensure the aircraft is not flown more than two times without the status of the JOAP samples indicating good for flight.

2. Flight Training for Attached Personnel:

2.1. Higher Headquarters (HHQ) personnel who are in authorized flying positions, current in the F-16C, and assigned to the 944 FW will be supported with aircraft and flying time to fulfill flying requirements.

2.2. Requirements:

2.2.1. Attached HHQ pilots will normally be flown at the Basic Mission Capable (BMC) rate.

2.2.2. Every effort will be made for attached personnel to perform training at the unit or at a deployed location.

3. Flight Training for Non-Attached Personnel. HHQ personnel in authorized flying positions (current in the F-16C) and having a desire to fly 944 FW assets, must request and receive approval from 10 AF/DO through 944th Operations Group.

4. Aircrew Continuation Training:

4.1. The objective is to ensure that training requirements are properly accomplished and recorded in AFORMS.

4.2. Requirements:

4.2.1. The Training Officer will provide a timely computer printout of training accomplished and remaining.

4.2.2. Flight leads will use the training printout for mission planning to ensure that maximum training requirements are accomplished each mission and currencies are maintained.

4.2.3. Pilots will complete 944 FW Form 4, **F-16 AFORMS Training Accomplished Sheet**, for each sortie. Flight lead will ensure correct completion.

4.2.4. The training officer and AFORMS manager will ensure that:

4.2.4.1. Each sortie is accompanied by a completed 944 FW Form 4.

4.2.4.2. Computer inputs are only made from the completed form.

4.2.4.3. Completed form is maintained as a source document.

5. Forms Prescribed. 944 FW Form 2, **Request for Cross Country Flight.**

CRAIG S. FERGUSON, Colonel, USAFR
Commander