

**6 OCTOBER 2004**

***Flying Operations***

***COMBAT AIRCRAFT DELIVERY***



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This instruction implements AFD 11-2, *Aircraft Rules and Procedures*. It outlines responsibilities and procedures for movement of combat aircraft worldwide using the services of the Air Combat Command (ACC) Air Operations Squadron (AOS). It prescribes flight rules that govern the operation of Air Force aircraft flown by Air Force pilots, pilots of other services, foreign pilots, and civilian pilots using the support of ACC/AOS. It applies to Air Force activities operating aircraft on loan or lease, to the extent stipulated in the loan or lease agreement; Air Force Reserve Command (AFRC) units; and to Air National Guard (ANG) units. Air Force Instruction (AFI) 11-2 Mission Design Series (MDS) Specific, Volume 3 instructions (e.g., AFI 11-2C-5, Volume 3) may contain specific operational guidance unique to individual aircraft and crew positions. See **Attachment 1** for a list of terms and abbreviations. Ensure all records created as a result of processes prescribed in this publication are maintained in accordance with AFD 37-1, *Information Management* and AFMAN 37-123, *Management of Records* and disposed of in accordance with the *Air Force Records Disposition Schedule (RDS)* located at <https://webrims.amc.af.mil>.

***SUMMARY OF REVISIONS***

**This document is substantially revised and must be completely reviewed.**

This revision incorporates the process and conditions by which the ACC AOS provides delivery support to combat aircraft.

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## Chapter 1

### GENERAL

#### 1.1. Basic Authority

1.1.1. AOS exercises Movement Control (MOCON) (see [Attachment 1](#) for definition) for all Coronet missions which are defined as any aircraft delivery (which includes a transoceanic leg) for which the AOS publishes an ATO.

1.1.2. AOS communicates directly with MAJCOMs, other services, Department of State, embassies, and foreign governments to move aircraft IAW this instruction. If foreign governments or international organizations are involved, refer to AFMAN 16-101, *International Affairs and Security Assistance Management*.

#### 1.2. Request for Support

1.2.1. Organizations requesting AOS support will send a message/E-mail/Fax to ACC AOS/AODX (see [Attachment 2](#)). Units must provide accurate mission details (e. g. dates, itinerary, and number/type of receivers). Once the initial request has been submitted, changes to these mission details could jeopardize tanker/mission support. All requests should meet the Air Mobility Command (AMC) quarterly scheduling timelines and are subject to tanker availability.

**NOTE:** TACC is the manager for Dual Role requests. Units requesting Dual Role support must contact TACC Coronet Shop and provide accurate cargo and passenger details (e.g. number of pallets, cargo weight, number of passengers, passenger weight). All requests must meet TACC scheduling timelines.

1.2.2. USAF, ANG, and AFRC request support as required.

1.2.3. USN and USMC request support IAW current Memorandum of Understanding (MOU) with USAF and USN/USMC.

1.2.4. Foreign governments request support through the Foreign Military Sales (FMS) line manager IAW FMS case guidance or through an Acquisition and Cross-Servicing Agreement (ACSA) Implementing Arrangement (IA) properly coordinated with HQ ACC.

**NOTE:** The AOS will take no action until ACC/DO has reviewed and approved the FMS or ACSA/IA.

**1.3. Waivers.** Unless otherwise directed in this AFI (paragraph [5.8.](#)) waiver authority for the contents of this document is HQ ACC/DO.

## Chapter 2

### RESPONSIBILITIES

**2.1. MAJCOMs.** Provide planning schedules, points of contact, and mission execution coordination for aircraft movements to ACC AOS/AODX and provide waivers as required.

2.1.1. Air Mobility Command:

2.1.1.1. Tanker Airlift Control Center (TACC) manages tanker assets for all Coronet missions; provides tanker supervision and assigns a Coronet Mission Director (MD) to assist AOS for TACC supported Coronet missions. The MD coordinates with all tanker planning agencies, ensures tanker aircrews have required mission materials and support at all enroute staging bases.

2.1.2. Air Force Materiel Command (AFMC):

2.1.2.1. Furnishes flight tested, long-range data, aircraft performance characteristics, and air refueling data not incorporated in DOD approved Flight Performance Modules.

2.1.2.2. Provides maintenance support for delivery missions when requested by AOS.

**2.2. ACC AOS:**

2.2.1. AODX:

2.2.1.1. Works initial requests and taskings for AOS support ([Attachment 2](#)).

2.2.1.2. Coordinates with the deploying unit to obtain all initial mission details including aircraft characteristics for entry into the AOS computer flight plan and requests for tanker support.

2.2.1.3. Publishes the AOS ATO.

2.2.2. AODC:

2.2.2.1. AODC is the 24/7 Mission Control Center (MCC) that monitors all aircraft deliveries beginning 5 days before the first scheduled launch of each mission through final delivery. The MCC prepares, tracks, and maintains records on all missions.

2.2.2.2. Assists and coordinates with the Delivery Control Officer (DCO), the Mission Director, and TACC for mission execution.

2.2.2.3. Notifies AODS of all aircraft maintenance issues.

2.2.3. Delivery Control Officer:

2.2.3.1. Coordinates detailed mission planning and execution for Coronet missions. DCOs ensure aircrews are provided altitude reservations, computer generated flight plans, charts, air refueling abort data, tanking plans, and other details required to safely execute the mission.

2.2.3.2. Obtains diplomatic clearances for DOD registered aircraft (except tankers).

2.2.3.3. Coordinates mission details with the respective Coronet MD.

2.2.3.4. Makes the launch Go/No-Go decision after coordination with AOS/AODC.

2.2.4. AOW:

2.2.4.1. Publishes the Controlling Mission Execution Forecast (CMEF), which includes the route forecast horizontal weather depiction of significant weather elements within 5,000 ft of flight level and forecast reasoning.

2.2.4.2. Coordinates with the Air Force Weather Agency, Operational Weather Squadrons (OWSs) and other weather agencies to resolve deviations with published forecasts.

2.2.4.3. Continuously monitors weather conditions at mission locations and installations along the mission route. Provides the Mission Control Center with updates.

**2.3. Funding and Accounting.** Funding responsibilities are IAW AFI 65-601, Volume I, *Budget Guidance and Procedures*. Flying time is reported IAW AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*.

2.3.1. Unit moves. DCO travel expenses are the responsibility of the deploying unit. Tasked unit will provide a fund cite letter NLT 10 days prior to mission launch. Send this fund cite information by message/E-mail/Fax to the AOS Resource Manager at ACC AOS/CSSR.

2.3.2. Non-unit moves. Funding instructions will be included in the ATO. Aircrews will forward a copy of their completed travel voucher and all travel expense records to AOS/CSSR (AOS Resource Manager) within 10 days of receipt of payment.

2.3.3. FMS and ASCA/IA moves. Reimbursement is IAW DOD Regulation 7000.14-R, Volume 15, Chapter 8, Appendix E, *Financial Management for Air Force Security Assistance Programs*.

**2.4. TDY/Flight authorizations.** Units will publish aircrew TDY and flight authorizations IAW the ATO. TDY orders will include any special statements required by the Foreign Clearance Guide (FCG). Flight authorizations for non-unit moves will be published by ACC AOS.

## Chapter 3

### AIRCRAFT PREPARATION

**3.1. Configuration.** Units will configure aircraft with the maximum number of external fuel tanks consistent with safe abort base planning and operational requirements. Do not add items to the configuration to reduce airlift requirements. Immediately coordinate any changes to aircraft configurations specified in the ATO. Changes may require a new flight profile and may delay the scheduled departure date.

#### **3.2. Equipment:**

3.2.1. Equip aircraft IAW published directives and the ATO. Ensure necessary navigation, communication, and air refueling systems are operational.

3.2.2. Ensure all periodic inspections will remain current through delivery.

**3.3. Pre-Mission Flights.** (Fighter/Attack Aircraft Only) Each aircraft will be flown within 10 days of a transoceanic leg to ensure applicable aircraft systems and equipment work properly. Waivers IAW **5.8.1**.

## Chapter 4

### AIRCREW REQUIREMENTS

#### 4.1. Selection:

4.1.1. The ATO specifies the number of aircrew and minimum qualifications. If unable to comply with these requirements, units must notify the AOS as soon as possible.

4.1.2. IAW the ATO, the tasked unit must send written documentation identifying aircrew selection and qualifications to ACC AOS/AODX and AODC (see [Attachment 3](#)), NLT ten days prior to scheduled departure. A signed Letter of X's that includes all required information included in [Attachment 3](#) can substitute for the aircrew qualification letter. When diplomatic clearances are necessary the aircrew qualification letter may be required sooner.

**4.2. Qualification Requirements.** Aircrews under AOS MOCON must be at least basic mission capable, IAW AFI 11-2 MDS-specific volumes, or similar directives for the Navy and US Marine Corps, and any applicable MOU.

**4.3. Aircrew Control.** Aircrews flying Coronet missions are under AOS MOCON 24 hours before the first scheduled takeoff through landing at the final destination. Aircrews require AOS approval prior to leaving a mission when the aircraft have not been delivered to their final scheduled destination. Commanders of tasked units retain operational and administrative control and are responsible for aircrew performance and any disciplinary actions.

**4.4. Life Support Equipment.** Units will equip aircrews with life support systems and equipment according to AFI 11-202, Volume 3, or equivalent, and the AOS ATO.

**4.5. Substitutions.** The tasked unit will notify the AOS when an aircrew substitution is required and furnish all new information according to [Attachment 3](#). Any additional costs are the responsibility of that unit.

#### 4.6. Crew Rest and Duty Day:

4.6.1. Crew rest and duty day limitations for USAF aircrews are IAW AFI 11-202, Volume 3. All non-USAF aircrew must be afforded the opportunity for at least 8 hours of continuous, uninterrupted rest during the 12 hours immediately prior to the mission show time. Waivers to crew duty day requirements are IAW paragraph [5.8.2](#).

4.6.2. Aircrew fatigue: Units should consider the effects of jet lag and the stresses of flights longer than 8 hours. When practical, a flight surgeon should brief aircrew on the stresses involved in extended flights and discuss how diet, fluid intake, rest, sedatives/stimulants, and alcohol can affect fatigue and jet lag.

4.6.3. It is the responsibility of the deploying unit to coordinate and obtain permission for sedative/stimulant use.

**4.7. Flight Lead/Aircraft Commander Responsibilities.** The aircraft commander or flight leader supervises the proper conduct of aircrews on AOS missions and is responsible for the following:

- 4.7.1. Ensures all aircrews have the appropriate Flight Information Publications (FLIP) and are familiar with instrument approach procedures for their destination, alternates, and all planned Missed Refueling Bases (MRB).
- 4.7.2. Briefs aircrews on any items pertaining to the mission that were not covered by the DCO.
- 4.7.3. Ensures missions are flown as briefed by the DCO and contacts the Mission Control Center to relay departure/arrival times and aircraft status.
- 4.7.4. Ensures all aircrews have proper life support equipment.
- 4.7.5. Ensures all documents required by customs, agriculture, immigration, or military authority are completed.
- 4.7.6. Aircrew billeting, transportation, and aircraft security at all enroute stations.
- 4.7.7. Refer to the Aircrew Brochure in the event of any divert.
- 4.7.8. Obtains AOS approval to launch and ensures the aircraft are safe to fly.

**4.8. Foreign Clearance Guide Requirements.** Aircrews flying into foreign countries must review and comply with the applicable portions of both the classified and unclassified portions of the FCG concerning personal diplomatic clearance requirements including passport, visa, ID, uniform, customs and immigration, and immunization requirements.

#### **4.9. Passengers:**

- 4.9.1. Passengers are defined as anyone other than qualified crewmembers or authorized flight surgeons.
- 4.9.2. Do not transport passengers on fighter/attack aircraft during AOS missions.
- 4.9.3. For non fighter/attack aircraft under AOS control a passenger manifest will be provided to the AOS if passengers are being carried on the flight.

**4.10. Foreign Military Sales Deliveries.** There are two types of FMS missions supported by the AOS. One type is the delivery of aircraft to a foreign country using DOD pilots and the aircraft are DOD registered (paragraphs **4.10.1.** and **4.10.2.** apply). The second type is where the aircraft are piloted by non-DOD aircrew and the aircraft are not DOD registered (paragraph **4.10.3.** applies).

4.10.1. Aircrews flying FMS aircraft with unique avionics configurations will require familiarization training prior to the first delivery flight. In all cases, AOS tasks only the most qualified pilots (similar block and engines, etc.) for such deliveries. USAF acceptance pilots familiar with the avionics configuration determine appropriate training requirements. Familiarization training may include, but is not limited to:

- 4.10.1.1. A face-to-face briefing with an acceptance pilot.
- 4.10.1.2. Adequate hands-on time in the aircraft prior to the mission.
- 4.10.1.3. Discussion on cockpit configuration and procedural differences.
- 4.10.1.4. Emphasis on cockpit procedural differences and actions that require significant inside-the-cockpit attention.

4.10.2. Any foreign participation must follow the guidance in AFMAN 16-101, *International Affairs And Security Assistance Management*. Foreign customers must request permission to have their pilots accompany AOS ferry flights through SAF/IA to ACC/DO. Submit these requests to SAF/IA a minimum of 60 days before the departure date and include information on the pilots as indicated in [Attachment 4](#).

4.10.3. Foreign governments must formally request diplomatic clearance and an aircraft landing authorization number (ALAN) through SAF/IA.

## Chapter 5

### OPERATIONS

#### *Section 5A—Command and Control*

##### **5.1. Scope of Control:**

5.1.1. The AOS exercises MOCON of aircrews from 24 hours before the first takeoff through landing at the final destination. AOS exercises MOCON of aircraft from takeoff through landing at final destination.

5.1.2. It is the unit's responsibility to request transfer of MOCON from the AOS back to the unit. Requests must be approved by the unit's OG/CC or O-6 equivalent. ([Attachment 5](#))

**5.2. Go/No-Go Launch Decisions.** After coordination with the MCC the DCO makes the Go/No-Go decision prior to the Final Briefing. Should a disagreement with a launch decision occur, the issue will be elevated. Resolution will reside with the unit OG/WG/CC or equivalent and the AOS/CC. At a minimum, the following factors will be considered for launch decisions:

5.2.1. Duration of crew duty day, flight duration, and sunset at the destination.

5.2.2. Tanker status, timing, and offload capabilities.

5.2.3. Existing and forecast weather at the departure, destination, missed refueling, and alternates bases.

5.2.4. Fuel requirements.

5.2.5. Aircrew qualifications and weather categories.

5.2.6. NOTAMs and PPR.

5.2.7. Altitude Reservation approval.

5.2.8. Diplomatic clearances.

#### *Section 5B—Flight Rules and Procedures*

##### **5.3. Flight Rules:**

5.3.1. General. Units under AOS MOCON will plan and execute deliveries according to the applicable flight manuals, instructions, and limits specified by the MAJCOM or its equivalent, whichever is more restrictive.

5.3.1.1. Conduct air refueling in accordance with Technical Order (TO) 1-1C-1, *Basic Flight Crew Air Refueling Manual* and the appropriate aircraft's air refueling manual.

5.3.1.2. For fighter/attack aircraft, training is prohibited on all Coronet missions. For non-fighter/attack aircraft, accomplishment of training events that will have an effect on fuel consumption, including practice approaches, are prohibited.

5.3.1.2.1. For formal exercise programs such as RED FLAG, COPE THUNDER, etc., units desiring to fly range orientation segments prior to landing must obtain an exception to the

AOS training policy. This request must be approved by the applicable OG/CC or equivalent and must be included in the initial request to the AOS. MOCON of the aircraft will transfer to the unit at the point they deviate from the AOS planned route; no additional tanker assets will be requested for the training; and the unit is responsible for scheduling all range times.

5.3.1.3. Aerobatic flying, to include flybys, is prohibited on any AOS mission.

5.3.1.4. An alternate will be designated in the flight plan, regardless of forecast weather, for all AOS missions. Exception: for remote or island destinations, comply with AFI 11-202, Volume 3 (or equivalent) and MAJCOM directives. Consider an airfield to be a remote or island destination when its location precludes flight to a suitable alternate.

5.3.1.5. (Fighter/Attack Aircraft Only) Night Landings are not authorized. Waivers are IAW paragraph **5.8.3**.

5.3.1.6. (Fighter/Attack Aircraft Only) Standard planning factors include: a maximum of six receivers to one tanker, 30 minute departure interval between cells, 60 minutes of fuel overhead destination, 40 minutes of fuel overhead MRBs, and 20 minutes of fuel overhead destination alternates (based on maximum endurance performance at 10,000 feet MSL).

5.3.1.7. Plan no more than two airspares per cell and no inflight refueling unless spared forward. Flight profile may preclude airspare recovery at home station. Airspares remain under the AOS MOCON from takeoff until landing. The DCO will ensure airspare destination, landing times, and any aircrew/aircraft changes are passed to the MCC.

5.3.2. Departure:

5.3.2.1. To the maximum extent possible, when the receiver aircraft and tankers are co-located at an airfield, receiver aircraft should take off first.

5.3.2.2. Tailhook equipped aircraft will takeoff towards a compatible arresting system when minimum go or continuation speed exceeds maximum abort speed for dual engine aircraft, or takeoff speed exceeds refusal speed for single engine aircraft.

5.3.3. Penetration/Approach/Landing (Fighter/Attack Aircraft Only)

5.3.3.1. Tailhook equipped aircraft planning to land at a destination or MRB with less than 8,000 feet of runway and without a compatible arresting system, require OG/CC or equivalent (unit moves) or AOS/CC (non-unit moves) approval.

5.3.3.2. Except in an emergency, aircraft will not land at a pre-planned destination if the computed landing roll exceeds 80 percent of the available runway, regardless of arresting gear availability.

5.3.3.3. When possible, break up cells or flights on top in Visual Meteorological Conditions (VMC).

5.3.3.4. Limit VMC enroute descents to a maximum four-ship.

5.3.3.5. Limit weather penetrations to two-ship formations.

5.3.3.6. Land single-ship to a full stop from an instrument approach or VFR traffic pattern.

5.3.3.7. Do not land in formation except in an emergency.

5.3.3.8. When a tanker accompanies the flight to a destination the tanker should land last if conditions permit.

#### **5.4. Aircraft Divert and Abort Procedures:**

5.4.1. Diverts. When aircraft land anywhere other than originally planned, the flight leader or aircraft commander must comply with appropriate items in paragraph 4.7. If the landing occurs outside of U.S.-controlled areas, request assistance from the nearest military attaché or U.S. diplomatic representative.

5.4.2. Aborts (For Fighter/Attack Aircraft Only):

5.4.2.1. Ground Aborts: single aircraft ground aborts must be approved by the DCO in coordination with the MCC. The decision will be based on several factors to include follow-on tanker availability, unit requirements, follow on transoceanic legs, etc. Consideration will be given to delaying the entire mission.

5.4.2.2. Air Aborts: single aircraft air aborts may be approved by the flight leader. They are authorized if no emergency exists, no ocean crossing or tanker escort is required for the abort or follow-on legs, navigation and communication equipment is operational, and the aircraft can make a safe landing.

**5.5. Tanker Escort Procedures (Fighter/Attack Aircraft Only).** Tankers will escort receivers on transoceanic legs until receivers can maintain two-way radio communications with air traffic control (ATC) and navigate to their destination or abort base. Receivers must have VOR or TACAN lock-on, or must have two or more operating INS/GPS. For mid-ocean rendezvous, tankers will escort receivers until the receivers have confirmed two-way radio communications and a positive radar or visual contact with the joining tankers.

**5.6. Single Aircraft Transoceanic Procedures (Fighter/Attack Aircraft Only).** Single ship transoceanic flights are not authorized. The AOS tries to match single aircraft with another compatible mission. The AOS will inform the unit if there is no compatible mission within 14 calendar days of the desired departure date. The unit may request a single-ship waiver IAW paragraph 5.8.4. Single-ship missions with one crewmember on board require a Fighter Aircraft Monitor (FAM) qualified IAW paragraph 4.2. to monitor the flight. A FAM is not required for aircraft of different types that are combined in a formation. The FAM may either be on board the escorting tanker or occupy one of the seats in a multi-seat aircraft.

5.6.1. If flying on the escorting tanker, the FAM (after coordination with TACC and the MD) must report to the tanker departure base and attend the mission briefing. The FAM will contact the appropriate DCO for briefings on mission aspects and launch decisions. FAMs must have a headset and boom mike, a current aircraft flight manual and checklists, and appropriate flight clothing when reporting for duty.

5.6.2. If flying in the receiver, the FAM must comply with all aircrew requirements.

**5.7. Search and Rescue (SAR) Procedures.** In an emergency, the flight lead/aircraft commander will immediately notify the tanker aircrew, who will notify ATC. In the event of a downed or ditched receiver, ATC will notify the nearest SAR assets. The tanker should provide cover as long as fuel reserves allow. Remaining receivers will proceed to the nearest acceptable abort base (unescorted, if required) or continue the mission with the remaining tankers.

**5.8. Waivers:**

- 5.8.1. Pre-mission flights (Fighter/Attack Aircraft Only). Waiver for the 10 day permission flight requirement is OG/CC or equivalent for unit moves and ACC AOS/CC for non-unit moves
- 5.8.2. Crew Duty Day. When required, the ATO will task the unit to provide a crew duty day waiver.
- 5.8.2.1. For unit moves the waiver authority is IAW applicable service directives. Provide the waiver by message/E-mail/Fax to AOS no later than 10 calendar days before launch.
- 5.8.2.2. For non-unit moves ACC AOS/CC can approve a two hour crew duty day extension.
- 5.8.3. Night Landings (Fighter/Attack Aircraft Only).
- 5.8.3.1. For unit moves waiver authority is the unit's MAJCOM/DO, or equivalent (ANG: ANG/XO).
- 5.8.3.2. For non-unit moves waiver authority is the ACC/DO.
- 5.8.4. Transoceanic Single-Ship Missions (Fighter/Attack Aircraft Only).
- 5.8.4.1. For unit moves, waiver authority is the unit's MAJCOM/DO or equivalent (ANG: ANG/CG). Units are required to obtain this waiver before the mission is planned; provide a copy to ACC AOS/CC and AODX.
- 5.8.4.2. For non-unit moves waiver authority is the ACC/DO.
- 5.8.4.3. EXCEPTION: When operating over the Mediterranean or Caribbean Sea and beyond aircraft communication and navigation capabilities, the waiver authority is the Wing/CC or equivalent for unit moves and the ACC AOS/CC for non-unit moves.

### ***Section 5C—Weather Requirements***

**5.9. Weather Minimums For a Go/No Go Decision.** Basic weather minimums are detailed in AFI 11-202, Volume 3 or equivalent with the following restrictions:

- 5.9.1. Missed Refueling Base (MRB) forecast cloud ceiling and visibility (CIG/VIS) must be at least 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published landing minimums, whichever is greater. EXCEPTION – The MRB may still be considered usable if it does not meet the prevailing weather requirements due to a temporary condition and the temporary condition meets the following two criteria:
- 5.9.1.1. The temporary condition is due to thunderstorms or rain/snow showers.
- 5.9.1.2. The temporary condition is no lower than the most restrictive of the following: (CIG/VIS) 500ft and 1 ½ miles, the most restrictive pilot weather category, or the lowest compatible instrument approach minimums.
- 5.9.2. Runway Condition Reading (RCR) limits established in local operating instructions may be used for units operating to/from home station. Unless aircraft specific requirements are more restrictive, the minimum RCR for all aircraft under AOS MOCON is 8 for taxi and 12 for takeoff and landing. Do not make formation takeoffs when the RCR is less than 18 or there is standing water on the runway.
- 5.9.3. Runway crosswind limitations are IAW MDS/MAJCOM or equivalent guidance.
- 5.9.4. For Fighter/Attack Aircraft Only:

- 5.9.4.1. Takeoff Minimums are the most restrictive of the following:
  - 5.9.4.1.1. CIG/VIS 500 feet and 1 ½ miles without a takeoff alternate.
  - 5.9.4.1.2. CIG/VIS 300 feet and 1 mile with a suitable takeoff alternate.
  - 5.9.4.1.3. The most restrictive pilot weather category in the flight.
- 5.9.4.2. Destination Minimums are the most restrictive of the following:
  - 5.9.4.2.1. CIG/VIS 500 feet and 1 ½ mile with a suitable alternate.
  - 5.9.4.2.2. CIG/VIS 1,000 feet and 2 miles, or 500 feet and 1 mile above the lowest compatible published landing minimums, whichever is greater for island or remote destinations.
  - 5.9.4.2.3. The most restrictive pilot weather category in the flight.

### ***Section 5D—Briefings***

**5.10. Aircrew Briefings.** Conduct briefings IAW AOS Instruction 11-201, *AOS Aircrew Briefings*. Briefings are normally done face-to-face by the DCO.

- 5.10.1. Initial Briefing. Provides aircrews with AOS guidelines governing Coronet missions. It is normally in conjunction with the Mission Briefing. Aircrews unable to attend the Initial Briefing will be required to receive it before departing on a Coronet mission.
- 5.10.2. Mission Briefing. Normally given the day before the launch of each mission detailing the procedures for the next leg. If needed, it can be combined with the Final Briefing given on launch day.
- 5.10.3. Final Briefing. The Final Briefing provides updates and covers any last minute mission changes. It is normally given two hours, but no less than 1+30 hours, before launch.

### ***Section 5E—Flight Mishap and Hazard Reports***

**5.11. Reporting Requirements.** Aircrews will report accidents and incidents IAW 91-series instructions and immediately notify ACC AOS.

- 5.11.1. Report flight mishaps per AFI 91-204, *Safety Investigations and Reports*. Contact the nearest USAF base flying safety officer, or the nearest US Government representative, for help in submitting the required reports.
- 5.11.2. Aircrews must report any hazard involving safety (flight, ground, explosive) to the nearest Air Force safety office. Prepare the report on AF Form 457, *USAF Hazard Report*, and send a copy to ACC AOS/CC, Langley AFB, VA 23665

## Chapter 6

### ENROUTE MAINTENANCE SUPPORT

**6.1. All Aircraft (Except FMS).** Aircrews will notify the MCC of all maintenance issues. AOS AODS will establish logistic points of contact and monitor maintenance progress.

6.1.1. The owning MAJCOM, or equivalent, funds all logistic expenses. IAW AFI 65-601, Volume 1, *Budget Guidance and Procedures*, the MAJCOM, or equivalent, provides the maintenance personnel, equipment, supplies, and transportation required to repair the aircraft. Transient aircraft maintenance and documentation procedures outlined in T.O. 00-20-5, *Aerospace Vehicle Inspection and Documentation*, will be adhered to at all times. Owning units are encouraged to solicit maintenance support from the nearest location.

6.1.2. (Fighter/Attack Aircraft Only) For excessive maintenance delays on transoceanic legs refer to paragraph **3.3**. For non transoceanic legs, aircraft should be flown within 10 days of anticipated departure date if maintenance status, local weather, host nation restrictions and mission schedule permits. Units will obtain AOS approval prior to launch.

**6.2. Foreign Military Sales Aircraft.** When FMS aircraft need maintenance enroute, notify the MCC. AODS will advise the SPM. The DCO or AODS will inform base maintenance and supply personnel that the aircraft is FMS and that special issue or requisition procedures apply IAW AFMAN 23-110, Volume 2, *USAF Supply Manual*. Base logistics personnel will document all costs (parts, consumables, man-hours, etc.) and provide them to the SPM.

## Chapter 7

### WAR AND CONTINGENCY OPERATIONS

**7.1. Deployment Priorities and Flow.** During war or contingency operations, HHQ determines priorities for support and relays them to the AOS via message to the ACC Contingency Action Team (CAT). The combat aircraft flow will be directed by the CAT, Operations Plan, combatant commander and/or implementing order.

**7.2. Aircraft Configurations.** The ATO specifies actual aircraft configurations. Units that request changes in aircraft configuration must obtain approval from AOS/AODX. Most contingency deployments are conducted under peacetime rules and procedures without carriage of live ordnance. The AOS will obtain ACC/DO approval before authorizing live ordnance carriage. The decision to carry live ordnance must take into account factors such as those listed below to avoid delays:

- 7.2.1. Political considerations/sensitivities.
- 7.2.2. Increased lead time for diplomatic clearances.
- 7.2.3. Hot cargo, security, and safety considerations.
- 7.2.4. Explosive Ordnance Disposal and Munitions personnel requirements
- 7.2.5. Increased tanker requirements due to increased gross weights/reduced fuel loads and higher drag indices.

**7.3. Forms Prescribed.** AF Form 457, USAF Hazard Report.

RONALD E. KEYS, Lt General, USAF  
DCS/Air and Space Operations

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

DOD 7000.14-R, Volume 15, Appendix E, *Financial Management for Air Force Security Assistance Program*

AFPD 11-2, *Aircraft Rules and Procedures*

AFPD 37-1, *Information Management*

AFI 11-202, Volume 3, *General Flight Rules*

AFI 21-103, *Equipment Inventory, Status, and Utilization Reporting*

AFI 65-601, Volume 1, *Budget Guidance & Procedures*

AFI 91-204, *Safety Investigations and Reports*

AFMAN 16-101, *International Affairs and Security Assistance Management*

AFMAN 23-110 Volume 2, *USAF Supply Manual*

AFMAN 37-123, *Maintenance of Records*

T.O. 1-1C-1, *Basic Flight Crew Air Refueling Manual*

T.O. 00-20-5, *Aerospace Vehicle Inspection and Documentation*

AOSI 11-201, *Delivery Aircrew Briefing*

*Air Force Records Disposition Schedule (RDS)*, <https://webrims.af.mil>

***Abbreviations and Acronyms***

**ACC**—Air Combat Command

**ACSA**—acquisition and cross-servicing agreement

**AFI**—Air Force instruction

**AFMAN**—Air Force Manual

**AFMC**—Air Force Materiel Command

**AFRC**—Air Force Reserve Command

**ALAN**—aircraft landing authorization number

**AMC**—Air Mobility Command

**ANG**—Air National Guard

**AOD**—Aircraft Delivery Control Flight

**AODCAOD**—Control Element (Mission Control Center)

**AODSAOD**—Support Element

**AODXAOD**—Plans Element

**AOO**—Aircraft Delivery Operations Flight  
**AOS**—Air Operations Squadron  
**AOW**—Air Operations Weather Flight  
**ATC**—air traffic control  
**ATO**—air tasking order  
**CAT**—contingency action team  
**CMEF**—controlling mission execution forecast  
**DCO**—delivery control officer  
**DOD**—Department of Defense  
**ECL**—English comprehension level  
**FAM**—fighter aircraft monitor  
**FCG**—foreign clearance guide (DOD)  
**FLIP**—flight information publication  
**FMS**—foreign military sales  
**GPS**—global positioning system  
**HHQ**—higher headquarters  
**IA**—implementing arrangement  
**MAJCOM**—Major Command (USAF)  
**MCC**—mission control center  
**MD**—mission director  
**MDS**—mission design series  
**MOU**—memorandum of understanding  
**MRB**—missed refueling base  
**NOTAM**—notice to airmen  
**OG**—Operations Group  
**OPR**—office of primary responsibility  
**OWS**—Operational Weather Squadron  
**PDM**—programmed depot maintenance  
**PPR**—prior permission required  
**RCR**—runway condition reading  
**SAR**—search and rescue  
**SPM**—system program manager

**TACAN**—tactical air navigation

**TACC**—Tanker Airlift Control Center

**TDY**—temporary duty

**USAF**—United States Air Force

**USMC**—United States Marine Corps

**USN**—United States Navy

**VFR**—visual flight rules

**VHF**—very high frequency

**VMC**—visual meteorological conditions

**VOR**—very high frequency omnidirectional range station

### *Terms*

**Air Tasking Order (ATO)**—The implementing directive that provides specific information, guidance, concept of operations, and other data required to execute a mission. An ATO is directive in nature.

**Controlling Mission Execution Forecast (CMEF)**—The time-phased route weather forecast issued by AOS/AOW for all Coronet missions. This controlled forecast is the official forecast for all aircraft involved.

**Fighter Aircraft Monitor (FAM)**—An aircrew member who provides emergency assistance and advice to the receiver crews. The FAM must be qualified in the type of aircraft being moved.

**Missed Refueling Base (MRB)**—A base selected for recovery of an aircraft in case an air refueling is missed or unsuccessful.

**Mission Director (MD)**—A TACC-assigned detail mission planner (AMC counterpart to the AOS DCO) who coordinates with all other tanker planning agencies, ensures all supporting tankers have required mission material, adequate tanker supervision, and support at all enroute staging bases.

**Movement Control (MOCON)**—The authority to initiate and terminate flights and to direct or vary itineraries while enroute. MOCON does not imply the assumption of operational control (OPCON) or administrative control (ADCON).

**Non-Unit Move**—For the purposes of this AFI, any deployment that the aircrew flight authorizations are issued by ACC AOS.

**Transoceanic**—A flight is considered transoceanic if it crosses a body of water that extends beyond the communication and navigation capabilities of the fighter/attack aircraft.

**Unit Move**—For the purposes of this AFI, any deployment that the aircrew flight authorizations are issued by an agency other than ACC AOS.

**Attachment 2****SAMPLE FORMAT TO REQUEST AOS SUPPORT**

TO: ACC AOS/AODX

SUBJ: Aircraft Movement Support Request

Request ACC AOS support for movement of (number/type) aircraft from (departure location) to (destination location).

-Unit preferred enroute stops:

-Desired departure date is:

-Required destination in-place date is:

-Purpose of deployment (i.e., RED FLAG, COBRA GOLD, PDM, Transfer)

-Unit POC for detailed planning is:

--Name

--DSN

--E-mail

**NOTE:** TACC is the manager for Dual Role requests. Units requesting Dual Role support must contact TACC Coronet Shop and provide accurate cargo and passenger details (e.g. number of pallets, cargo weight, number of passengers, passenger weight). All requests must meet TACC scheduling timelines.

## Attachment 3

## SAMPLE AIRCREW QUALIFICATION LETTER

MEMORANDUM FOR ACC AOS/AOD/AODC/AODX

FROM: (Unit)

SUBJECT: Aircrew Qualification Letter (See Note)

1. The following aircrew members will deploy IAW the Coronet XXXX ATO:

Rank	Name	SSN (Last 4)	Security Clearance (TS,S)	Qual	WX Cat	Position
Col	Schulze, G	1234	TS	IP	1	Flight Lead
1st Lt	Simmons, D	5678	S	WG	2	#2
Lt Col	Andreano, J	9123	TS	IP	1	#3
Capt	King, S	4567	S	FL	1	#4
Maj	Nelson, D	8901	TS	IP	1	Air Spare

2. Each aircrew member is current and qualified IAW AFI 11-207.

3. Please direct any question to (POC Name) at DSN XXX-XXXX or E-Mail (POC Address).

//Signed//

Squadron CC or Operations Officer

Signature Block

**NOTE:** A squadron letter of Xs will suffice if, at a minimum, it contains paragraph 1 table information, has paragraphs 2 and 3 statements/info, and is signed by the unit DO or higher.

**Attachment 4**

**FOREIGN PILOT INFORMATION**

Requests made through SAF/IA to ACC/DO for foreign pilots to accompany AOS ferry flights must contain the following information:

A. Name:

B. Rank:

C. Passport number, date and place of issue, and expiration date:

D. English Comprehension Level (ECL) score and date tested:

E. Most recent date and place where pilot completed physiological training:

F. Date of most recent flight physical:

G. Date of most recent egress and hanging harness training:

H. Aircraft flight time by type and block:

I. Availability of anti-exposure suit (seasonal requirement):

J. Acknowledgment of FMS country's requirement to provide appropriate country clearances and flight gear to its pilots:

**Attachment 5****SAMPLE MOVEMENT CONTROL LETTER**

MEMORANDUM FOR ACC AOS

[DATE]

Langley AFB VA 23665

FROM: [Unit]

SUBJECT: Acceptance of Movement Control

1. The [ ] OG releases the ACC AOS from Movement Control (MOCON) for the following:

Coronet Mission #: \_\_\_\_\_

Number and Type of Aircraft: \_\_\_\_\_

From (ICAO): \_\_\_\_\_ To (ICAO): \_\_\_\_\_

Date: \_\_\_\_\_

2. Direct all questions to [Unit POC and Phone Number].

//SIGNED//

Ops Group CC (or equivalent) / or higher  
Signature Block