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Supersedes AFI11-202, Vol 3/AFMCS 1,  
1 Jan 2002

Pages: 9  
Distribution: F

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

This document supplements AFI 11-202, Volume 3, *General Flight Rules* and applies to all AFMC flying activities with primary aircrew assigned or attached for flying. This supplement does not apply to the Air National Guard or the US Air Force Reserve units and members except those under AFMC OPCON.

**SUMMARY OF REVISIONS**

Paragraphs preceded by a bar (|) have been substantially changed from the last revision. ROA guidance added for the following paragraphs: **4.3.1.2.**, **5.8.2.1. (Added)**, **5.13.1.4.**, **8.3.3.3.**, **8.4.3.2.**, **8.6.** and **8.13.1.4.** Paragraph **2.5.4.** added MESP/MEGP. Paragraph **2.1.3.** now references AFI 11-2FT Vol 3 for in-flight publication guidance. Paragraph **3.1.2.3.** deleted the reference to a DD Form 175 or ICAO Form 1801. Paragraph **4.3.6. (Added)** removed depot pickup and deliveries from the requirement to report OCONUS sorties to AFMC/DOO. Additionally, AFMC/DOO contact information was updated. Paragraph **4.3.7. (Added)** clarified information required for one-time flight waivers. Paragraph **5.1.7. (Added)** changed approval level for ungrounding actions from a Class B accident to the DFO. Paragraph **5.7.2.1.** added guidance for operations faster than 250 knots. Paragraph **5.8.3.5.** authorizes use of GPS as primary means of navigation in remote/oceanic areas. Paragraph **5.9.1.5.** outlined reduced same runway separation policy. Paragraph **5.14.2.** requires documentation of exceptions to practice emergency procedures on the flight authorization. Paragraph **5.17.2.** changed restrictions and approval policy on reduced lighting operations. Paragraph **5.18.** added reference to AFI 11-246. Paragraph **5.30.1.** added guidance on GCAS/TAWS operations. Paragraphs **8.7.2.2.2.** and **8.7.2.2.2.1.** added information on the SDP program. Paragraph **8.13.1.5.** authorizes PRM approaches. Paragraph 9.6.3.4. added FDP guidance. Paragraph **9.8.3.1.** grants a waiver to the restriction after aircraft pressurization checks.

1.2.1.2. AFMC produces a three-volume set of Flight Test (FT) instructions containing attachments for each weapon system flown in AFMC. These instructions are numbered AFI 11-2FT Vol 1, 2, and 3 and

will contain the training, evaluation criteria, and operations procedures, respectively, for each weapon system. AFMC uses these instructions in lieu of AFI 11-2 MDS-specific volumes for flying operations. In the absence of published guidance, AFMC units will coordinate with HQ AFMC/DOV for approval of locally developed guidelines. If possible, these guidelines should be consistent with similar guidance specified in the appropriate AFI 11-2 MDS-specific lead MAJCOM Volumes. In addition, aircraft on loan to AFMC undergoing short-term flight test programs will be flown according to the lead MAJCOM guidance if no AFMC guidance exists.

1.2.2.3. (Added) AFMC flying units may supplement only AFI 11-2FT Vol 3, *AFMC Flight Procedures*, to incorporate additional aircrew procedures. Send unit supplements to HQ AFMC/DOV, 508 W. Choctawhatchee Ave, Suite 4, Eglin AFB FL 32542-5713, for review and approval prior to publication. Include AFMC/DOV and AFMC/DOO on the distribution list for approved supplements to AFI 11-2FT Vol 3.

1.3.2.2. HQ AFMC/DOV is waiver authority for this supplement. Route requests using AFMC Form 73 through chain of command to flying unit commanders prior to submission to HQ AFMC/DOV. Send waiver requests to HQ AFMC/DOV, 508 W. Choctawhatchee Ave, Suite 4, Eglin AFB FL 32542-5713 for review and approval.

1.6. **Improvement Recommendations:** Send AF Forms 847 to HQ AFMC/DOV for coordination.

2.1.2.1.1. (Added) Flights to DoD and joint-use airfields within the CONUS. For flights originating and terminating at DoD or joint-use installations within the CONUS, an ASRR review is not required.

2.1.2.1.2. (Added) Flights to non-DoD/joint use airfields (including all overseas airfields). For flights originating or terminating at civil airfields (other than joint-use), consult both the ASRR and Global Decision Support System (GDSS) databases for additional flight planning information, airfield suitability, obstruction data, and restrictions. General ASRR restrictions (example: day only, VMC only, etc.) are applicable to all AFMC operations. Aircraft-specific restrictions apply to AFMC users of like aircraft. Where advisements are specified, contact HQ AFMC/DOV.

2.1.2.1.3. (Added) Waivers to ASRR Restrictions. ASRR waiver authority is AFMC/DOV.

2.1.3. Refer to AFI 11-2FT Vol 3 for additional publications requirements.

2.2.3. Refer to AFI 11-2FT Vol 3 for additional fuel requirements.

2.2.3.3. Holding (in lieu of an alternate airport) is authorized for a remote or island destination when the requirements of **para 8.4.3.**, as supplemented, are met.

2.2.4.2. The DFO may permit the use of a unit-developed flight log. Submit unit-developed forms to HQ AFMC/DOV for approval.

2.2.4.4. Refer to AFI 11-2FT Vol 3 and the MDS specific attachments for approved flight-planning software. AFMC crewmembers are responsible for ensuring correct entry of flight planning data.

2.3.1.2. When military weather service is not available or incomplete, aircrews will obtain weather by any means possible, to include foreign military, civilian Automatic Terminal Information Service, Flight Service Station, DUATS, through fixed base operators, etc.

2.4.2. Passenger briefing guide requirements are listed in AFI 11-2FT Vol 3.

2.5.1. Portable GPS Units (PGU) may be used on AFMC aircraft when the requirements of AFI 11-202v3 paragraph 5.8.3.3. are met in VMC. PGUs that have passed ASC/ENAE certification testing are approved

for operation during any phase of flight. Devices, which have not been tested or fail certification testing, are not authorized for use in AFMC aircraft in IMC.

2.5.1.3.1. Forward all requests to use portable transmitting devices to HQ AFMC/DOV for approval. The request will contain a justification for use; information-demonstrating compliance with the Mil Standards as specified in **Para. 2.5.1.3.1.2.** this instruction, and the duration of the requirement.

2.5.4. Crewmembers, maintenance engineering support personnel (MESP) and mission essential ground personnel (MEGP) will not wear finger rings, scarves, pins, wigs, hair pieces, ornaments, barrettes, clips, earrings, and other hair fasteners made of leather, plastic, or metal while performing crew duties in or around the aircraft. Additionally, these items are prohibited for all occupants of ejection seat-equipped aircraft. Other items will be properly secured to minimize foreign object damage (FOD) risk. PICs will ensure that passengers wearing these items do not create a FOD hazard.

2.6.1.3.1. Submit endorsement requests for single medium displays to HQ AFMC/DOV for coordination.

3.1.2.3. Units may develop a local use flight plan form if desired per AFI 11-202 Vol 3 para 3.1.2.3. Forward draft forms to AFMC/DOV for review and approval. Flight authorization forms will be per AFI 11-401 *Aviation Management*.

3.3. (Added) **Parachutist Manifests.** All parachutists will be listed on DD Form 2131, **Passenger Manifest**, or AFMC Form 56, **Parachutist Jump Schedule**. Parachutists will provide the aircrew with a copy of the manifest or AFMC Form 56, and the aircrew will file this list with the mission paperwork.

4.3.1.2. The DFO will designate all ROA authorized airfields in the unit supplement to AFI 11-2FT Vol 3. Prior to operating out of a new airfield, a site-survey will be conducted to review airfield layout, obstacles (close & distant) airspace requirements, and any local unique procedures. Notify HQ AFMC/DOV when a site survey has been completed and endorsed by the DFO.

4.3.6. (Added) For flights originating and terminating away from home base, the DFO will establish local aircrew reporting procedures to ensure monitoring of local and cross-country aircraft, crew status, location, and mission status.

4.3.7. (Added) One-time flights of un-airworthy/crash-damaged aircraft to repair facilities require HQ AFMC/DO approval. Proposed flights with any engine inoperative or primary aircraft system affecting safety of flight completely inoperative, unless required under an approved test plan, require HQ AFMC/DO approval (for example, landing gear, engines, IFR capability, hydraulic, electrical, fuel, or flight control). Submit requests, to HQ AFMC/DOV for coordination. The package should include as a minimum aircraft history, engineering analysis/coordination, risk analysis, and flight restrictions.

4.7. (Added) **Aircraft Delivery.** AFMC depot aircrews will accomplish aircraft pickup and delivery to and from depot facilities to the maximum extent unit local mission requirements allow.

5.1.7. (Added) Any assigned, attached, or temporary duty aircrew member involved in a Class A or B mishap will be administratively grounded by the DFO immediately following the mishap. Any aircrew member involved in a Class A mishap will not perform aircrew duties in AFMC assigned aircraft until re-authorized in writing by AFMC/DO. Forward copies of all grounding actions to AFMC/DOV and coordinate all return to flying status actions for Class A mishaps through AFMC/DOV for AFMC/DO approval. Any aircrew member involved in a Class B mishap will not perform aircrew duties in AFMC assigned aircraft until re-authorized in writing by the DFO. Copies of all relative actions will be maintained in section four of affected individual's training folder.

5.7.2.1. AFMC aircrews are directed to fly required and recommended flight manual tech order minimum/maximum airspeeds for the appropriate phase of flight. When the airspeed is given as a range, fly the slowest practical speed in that range for safe mission execution.

5.8.1. NAV systems installed during aircraft production or fleet-wide (TCTO) modification, conforming to the accuracy tolerances of FAA Advisory Circular 90-45A, 20-130A and 20-138, are approved for use in enroute operations. Installation and use of other RNAV systems requires coordination with the responsible Air Logistics Center (ALC) System Program Office (SPO). Engineering and certification authority for testbed aircraft resides with the contractor and/or responsible test organization.

5.8.2. Unit DFOs may authorize the accomplishment of self-contained approaches as part of an approved test plan or FCF profile. Flight conditions will be day VMC unless the approach is TERPS-certified according to **para 8.3.1.1.4**, this supplement.

5.8.2.1. (Added) ROA platforms should fly the three-dimensional track of a published approach if an appropriate one is available. If no published approach is available, or if a valid operational requirement exists, self-contained approaches (SCA) for ROA platforms will be constructed in accordance with the procedures outlined in AFI 11-2FT Vol 3. SCAs for use in IMC require DFO approval prior to executing the approach. Weather minima for these approaches are published in AFI 11-2FT Vol 3.

5.8.3.1.1. Mission enhancement systems, when verified against other NAVAIDs, may be used to update the INS position for enroute instrument navigation.

5.8.3.2. GPS systems installed during aircraft production or fleet-wide (TCTO) modification, conforming to the requirements and specifications of FAA TSO C-129A, C-115, C-145 and C-146, are approved for IFR use. Installation and use of other GPS systems requires coordination with the responsible ALC. Engineering and certification authority for testbed aircraft resides with the contractor and/or responsible test organization.

5.8.3.3.4. Software developed for use with PGUs containing moving map displays requires HQ AFMC/DOV approval. Submit supporting documentation with the approval request.

5.8.3.5. GPS may be used as a primary means of navigation in remote/oceanic areas provided the requirements of the basic regulation are met.

5.8.3.7. (Added) Units will develop a training program tailored to the specific PGU that will be used. Document training in the individual's aircrew training folder.

5.9.1.5. Reduced Same Runway Separation (RSRS) is authorized for AFMC aircrews per AFI 13-203 AFMC Sup 1.

5.9.5.3. (Added) Helicopter Night Operations. The DFO may authorize helicopters on high priority operational or test missions to operate into and from unlighted areas as long as all available terrain and obstacle information is studied and all available lighting is used. Consideration must be given for the use of parachute flares or repositioning other forms of lighting. Running takeoffs and landings will only be made to a runway or taxiway that is clearly discernible by lights. On all other missions (training, routine operational, or test missions, etc.), landings into remote and operational sites between official sunset and official sunrise are permitted if the mission is authorized and accomplished according to an approved night vision goggle (NVG) program or under the following conditions: the area is outlined by discernible lights or parachute flares, the pilot is familiar with the landing area through review of the site folder, and a daytime landing or overflight is accomplished, if feasible.

5.13.1.4. ROA simulated instrument flight will be conducted in accordance with the applicable certificate of authorization (COA).

5.13.3.1. Use of vision restricting devices during takeoffs and landings is approved when required by a test plan. Observers will be pilot qualified in the aircraft flown, have direct access to the flight controls, have full view of the flight instruments, and be able to see outside.

5.14.2. Guidance for practicing emergency procedures is contained in AFI 11-2FT Vol 3 and the MDS specific attachments. The DFO may approve exceptions only when required as part of an approved test plan. Document approval on the flight authorization.

5.14.3. (Added) The DFO may allow a Federal Aviation Administration (FAA) flight examiner (FE) to observe pilot or flight engineer performance for an airline transport pilot or flight engineer qualification evaluation given as part of an Air Force checkride. The FAA FE will occupy an observer position only. All restrictions of this supplement apply. Field units will retain a copy of the written approval for 2 years.

5.15.2. Touch-and-go landings are authorized in any command operated aircraft provided all requirements of AFI 11-2FT Vol 3 and AFI 11-2FT Vol 1 are met.

5.16.1. Parachutist airdrops will be conducted according to AFI 11-410, *Personnel Parachute Operations*. Other airdrops will be conducted under approved test plans or locally developed procedures.

5.17.1. Reduced or light-out operations within restricted and warning areas are approved for AFMC aircraft when operational or test requirements dictate. DFOs will establish policies for such lighting in the unit supplement to AFI 11-2FT Vol 3.

5.17.2. When operating outside restricted or warning areas and in standard formation, one aircraft in the formation will display appropriate lighting. Others may operate with reduced lighting as safety, operational and test conditions permit. If a requirement exists to operate outside of restricted or warning areas with reduced lighting and not in standard formation, units must coordinate requests for a waiver through AFMC/DOV to HQ AFFSA/XOF.

5.18. **Aerobatics and Air Combat Tactics.** Air Combat Tactics will adhere to guidelines of AFI 11-2FT Vol 3. Aerobic maneuvers will not be performed below 5,000 feet AGL. Exception: Flight maneuvers approved according to AFI 11-209, *Air Force Participation in Aerial Events*, and applicable volumes of AFI 11-246, *Air Force Aircraft Demonstrations*, as part of an authorized air show.

5.21. **Landing with Hot Armament.** Units that conduct operations with live armament will publish procedures for live/hung ordnance in the unit supplement to AFI 11-2FV Vol 3, local airfield operations instructions, and/or in-flight guide.

5.21.3. (Added) Aircraft will not be delivered to a contractor facility with hot armament on board unless delivery is specifically required by the contract and approved by the cognizant contract administration office.

5.22.2. When mission requirements and crew workload permit, aircrews will file air reports for extended over water flights when actual weather encountered is significantly different from forecast.

5.23.1. Missions requiring planned penetration of a thunderstorm require HQ AFMC/DO approval.

5.23.3. Thunderstorm avoidance procedures are listed in AFI 11-2FT Vol 3.

5.26. **Night Vision Goggles (NVG) Operations.** Operations and training requirements for NVG operations are specified in AFI 11-2FT, Vol 1 and 3.

5.28. **Night Approaches.** When operating in night VMC, except when mission or training requirements dictate otherwise, aircrew will land using precision glidepath guidance. This glidepath guidance can either be from a precision instrument approach or from an approach lighting system. Acceptable types of glidepath guidance are contained in AFMAN 11-217, Volume 1. Aircrew should complete a thorough review of the point of intended landing and the surrounding terrain and obstacles prior to arrival.

5.30.1. For operational, training and proficiency sorties, AFMC aircrew will follow MDS specific guidance in AFI 11-2FT Vol 3. Test sorties will follow specified guidance in an approved test plan, if different from AFI 11-2FT Vol 3. In the event no guidance is published in AFI 11-2FT Vol 3, refer to lead MAJ-COM guidance if appropriate.

6.2. **Personal and Survival Equipment.** AFI 11-301AFMC Sup1, *Aircrew Life Support Program*, prescribes wear and use of personal and survival equipment.

6.2.2. Seat and Safety Belt Requirements. Refer to AFI 11-2FT Vol 3.

6.2.7. Pressure Suit Flight Requirements. Refer to AFI 11-2FT Vol 3.

6.4.5.2. When any occupant of the aircraft lacks functional oxygen equipment, mission planning should consider recovery at a suitable airfield in the event of a loss of cabin pressurization.

8.1. **IFR Requirements.** Accomplish depot and flight test flights during day VMC to the greatest extent possible. Refer to AFI 11-2FT Vol 3 for more specific weather requirements.

8.1.1.1. Cat II and Cat III operations in IMC below Cat I minimums are restricted to approved test plans only. Certification will be handled on a case-by-case basis. Submit requests to HQ AFMC/DOV.

8.1.2.2. AFMC crews are authorized to conduct practice instrument approaches under VFR.

8.1.3. (Added) Military Authority Assumes Responsibility for Separation of Aircraft (MARSA). The unit DFO is authorized to develop agreements for special IFR operations according to the MARSA concept. See FAA Handbook 7610.4, Special Military Operations, and FLIP for further guidance.

8.3.1.1.4. Approval of Non-DoD/NOAA and Local Use Procedures. Instrument procedures not published in either DoD or NOAA FLIP require a formal TERPS review, followed by AFMC/DO approval. The single point of contact for all requests is the AFMC TERPS office (HQ AFMC/DOO, DSN 986-0060 commercial (937) 656-0060, fax 986-1246 commercial (937) 656-1246). Submit requirements directly to the TERPS office (HQ AFMC/DOO) immediately upon mission notification. Minimum 15 days advance notice is desired. Instrument procedures are approved for specific missions, not blanket use. PICs will comply with restrictions and recommendations contained in the TERPS evaluation. Approval request must include airfield name/ICAO, desired procedure(s), copy of approach plate (or Jeppesen page number), mission date, POC and phone number.

8.3.3.3. Refer to AFI 11-2FT Vol 3 for specific ROA weather requirements.

8.4.3. A remote or island destination is defined as any aerodrome, which, due to its unique geographic location, offers no suitable alternate (civil or military) within 2 hours flying time.

8.4.3.1. Aircraft may hold at a remote or island destination, instead of designating an alternate airport, if all of the following conditions are met. There must be enough fuel on board, in addition to required reserves, to hold for at least 1 hour after arriving at the initial approach fix. From 1 hour before until 2 hours after estimated time of arrival, the worst weather is forecast to be at or above that required for an

airport to qualify as an alternate. The forecast crosswind component corrected for runway condition reading (RCR) is within the recommended zone of the aircraft's landing crosswind chart.

8.4.3.2. Holding (instead of an alternate airport) is authorized for ROA operations. Fuel and weather requirements are the same as **paragraph 8.4.3.1.**

8.6. **Takeoff Minimums.** Command takeoff alternate requirements for tanker/transport/bomber aircraft are listed in **Table 8.1. (Added)** For fighter/trainer/ROA aircraft, the DFO may authorize takeoff for operational requirements when existing weather is below landing minimums if the visibility is at least 1,600 feet runway visual range (RVR) or 1/4-mile and a suitable alternate is located within 30 minutes flying time. The reported and forecast weather at the alternate must meet that required for an airport to qualify as an alternate, and the forecast crosswind component corrected for RCR must be within the recommended zone of the aircraft's landing crosswind chart.

**Table 8.1. (Added) Departure Minimums and Alternate Requirements for Tanker/Transport/Bomber Aircraft.**

<b>If departure weather is:</b>	<b>A departure alternate is:</b>
At or above authorized ceiling and visibility landing minimums.	Not required.
Below either authorized ceiling or visibility minimums but RVR is 1600 or greater (visibility ¼ mile or greater) <b>-OR-</b> Below either authorized ceiling or visibility minimums but RVR is 1200 or greater at the approach end and 1000 or greater at the departure end and runway centerline lights operational. (See Note 3)	Required. (See Notes 1 and 2)

**NOTES:**

1. Alternate must be located within 30 minutes flight time with weather reported and forecast at or above approach minimums or 200- ½ (RVR 2400), whichever is higher, for 1 hour after takeoff.  
**-OR-**  
Alternate must be located within 2 hours flight time with weather forecast to be at least 500-1 above approach minimums but no lower than 700-2 for a precision approach or 800-2 for a non-precision approach for ETA at the alternate +/- one hour.
2. Aircraft must be able to maintain minimum enroute altitude to the alternate if an engine fails.
3. Must have centerline lighting and dual RVR display slave readouts for both approach and departure ends of the runway. For runways with triple RVR readouts, the pilot may use any two consecutive readouts to determine if the runway is usable for departure (aircraft performance permitting). For example, approach end RVR=800, midfield RVR=1700, departure end RVR=1000. If aircraft performance and runway length will permit taking off at midfield, this runway is usable for takeoff.

8.7.2.2.2. Units wishing to develop SDPs must coordinate through AFMC/DOV via an AFMC Form 73 for AFFSA approval.

8.7.2.2.2.1. Refer to AFI 11-2FT Vol 1 for guidance on SDP training and documentation.

8.13.1.4. Refer to AFI 11-2FT Vol 3 for specific ROA weather requirements

8.13.1.5. PRM approaches are authorized for AFMC aircraft provided the aircraft is equipped with appropriate IFR equipment to include dual VHF radios, and aircrew training is accomplished and documented IAW AFI 11-2FT Vol 1.

8.13.2.2. AFMC authorizes pilots to continue the approach in these circumstances.

8.13.3.2. For other than Category II/III Instrument Landing System approaches, radar altimeters should be set to HAT/HAA (unless flight manual procedures direct otherwise). However, primary reference for MDA/DH is the barometric altimeter.

8.15. **IFR “VFR on Top.”** The DFO may authorize IFR “VFR on Top” operations according to the provisions of FLIP, General Planning, if specific mission requirements dictate.

9.3.5.1. (Added) Time spent traveling (e.g., as a passenger or in a POV) to or from a TDY location does not count as crew rest for subsequent FDP.

9.3.5.2. (Added) USAF TPS students will not be scheduled for events, which would deny them 12 hours of crew rest. However, students may elect to use school facilities (i.e., computers, data reduction equipment and audio-visual equipment) so long as it does not interfere with the opportunity for at least 8 hours of uninterrupted rest during the 12 hours immediately prior to the beginning of the flight duty period.

9.3.6.1. For deployed crews, FDP normally begins upon arrival to the aircraft unless crew briefing occurs earlier. Aircraft commanders should apply judgment to adjust FDP start time to unique situations such as lengthy travel times from billeting. The crew chief is responsible to the pilot in command when deployed. IAW AFI 21-101, the pilot in command will determine how long the crew chief can safely perform aircraft maintenance actions. As a minimum, the crew chief must have the opportunity to sleep 8 hours in each 24-hour period.

9.3.6.4. (Added) FCF/ACF, proficiency training, test sorties, and tactical events, must be completed during the first 12 hours of the FDP and are limited to a maximum of three sorties per day. Sorties are defined as stops for the purpose of refueling or stops with significant ground time/delay. FCF/ACF missions will be rescheduled if unexpected delays prevent completion of all required items within the normal flight duty period. Waiver authority for this paragraph is the DFO.

9.6.2.5. (Added) To minimize risk due to fatigue, supervisors at all levels may further restrict crew duty day for events such as flight test, practice takeoffs, emergency procedures, air refueling, low level operations, low approaches, touch-and-go landings, or night operations.

9.6.2.6. (Added) AFMC/DO authorizes unit DFOs to extend the flight duty period, as outlined in this chapter, up to 2 hours. The PIC is not authorized to extend flight duty period. For all other waivers to this chapter forward the request to HQ AFMC/DOV.

9.8.3.1. AFMC/DO waives the 24-hour restriction for aircraft pressurization checks that keep the aircraft cabin at or above sea level. The 24-hour flight restriction does apply for any aircraft pressurization checks that result in a cabin pressure below sea level for more than 10 cumulative minutes in a 24-hour period.

9.9.6. AFMC does not further restrict controlled cockpit rest. Critical phases of flight are as defined in AFI 11-401 AFMCS 1.

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