



**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

---

**NOTICE:** This publication is available digitally on the AFDPO WWW site at:  
<http://www.e-publishing.af.mil>

---

OPR: XONH (Lt Col Roger A. Dellinger)  
Supersedes AFI11-202V3\_AFSPCSUP1, 3 Jul 00

Certified by: XON (Col Lloyd H. Keeton, Jr.)  
Pages: 9  
Distribution: F

---

The OPR for this supplement is HQ AFSPC/XONH (Lt Col Roger Dellinger). This supplement supersedes AFI11-202V3\_AFSPCSUP1, 3 Jul 00. This supplement implements and extends the guidance of Air Force Instruction (AFI) 11-202, Volume 3, **General Flight Rules**, 6 June 2003. This supplement describes Air Force Space Command (AFSPC) procedures for use in conjunction with the basic AFI. This supplement applies to commanders, operations supervisors, and aircrews assigned or attached to AFSPC for flying. This supplement does not apply to Air National Guard nor Air Force Reserve Command units. AFSPC units will send all AF Forms 847, **Recommendation for Change of Publication**, for this publication to Twentieth Air Force Helicopter Operations Section (20 AF/DOH) for coordination. 20 AF will forward the AF Form 847 to Headquarters Air Force Space Command Helicopter Operations Branch (HQ AFSPC/XONH), 150 Vandenberg St., Ste 1105, Peterson AFB CO 80914-4180.

**SUMMARY OF REVISIONS**

This supplement is substantially revised to indicate changes in paragraph numbers in the basic and should be entirely reviewed.

- 1.3.2.2. Unless otherwise specified, HQ AFSPC/XO is the waiver authority for this supplement.
- 1.3.3.1. Units requesting waivers will route requests through 20 AF/DOH to HQ AFSPC/XONH for staffing.
- 1.3.3.2. To ensure adequate time for staffing, waiver requests should reach HQ AFSPC/XONH at least 50 days prior to the waiver requirement.
- 1.3.3.3. HQ AFSPC/XONH will track waivers.
- 1.4.3.3. Units will also send a copy to 20 AF/DOH and HQ AFSPC/XONH.
- 2.1.1.4.1. Additional Airfield Qualification Program materials do not apply to AFSPC helicopter crews.

2.1.2.1. The Airfield Suitability and Restrictions Report (ASRR) does not apply to AFSPC helicopter operations.

2.1.3. **Publications.** Required FLIP is listed in AFI 11-2H-1 Vol 3, *H-1 Helicopter Operations Procedures*.

2.1.4.2. TOLD must be recalculated and the AFSPC Form 82 must be reviewed IAW AFSPCI 90-203 for all intermediate stops. Aircraft shutdown at Missile Alert Facilities and Launch Facilities are considered intermediate stops.

2.2.2.1. For IFR planning purposes, when visibility-only criterion is used, or when destination weather information may be unreliable, fuel requirements for descent, approach, and a missed approach will be 250 pounds.

2.2.3. **Fuel Reserve.** AFSPC helicopter crews will plan to arrive at a destination with a minimum of 200 pounds of reserve fuel.

2.2.4. **Flight Logs.** A flight log is required for all missions flown outside of the local flying area, except when completion of the form would unacceptably delay response.

2.2.4.4. Portable Flight Planning System (PFPS) is the only flight planning software currently approved for AFSPC helicopter units.

2.3.1.2. Aircrews will obtain a weather briefing from a military base weather station. If there is no local weather flight, aircrews will contact the operational weather squadron for their region (visit <https://25ows.dm.af.mil> for more information). If unable to contact a military weather unit, contact the nearest flight service station for appropriate weather information. For local sorties, current weather and forecast information may be obtained from web-based military weather service data. If a crewmember has any questions about the data obtained electronically, they will contact a forecaster to obtain information and clarification.

2.4. **Briefings.** Prior to each flight, the aircraft commander will ensure all passengers are briefed in accordance with the flight manual. When additional passengers are added on subsequent flights during the same day, they will be completely briefed.

2.4.2. **Printed Information Guides.** Refer to AFI 11-2H-1 Vol 3, Attachment 2 for passenger printed information guide.

2.5.1. **Electronic Devices.** Units desiring to use Portable GPS Units (PGUs) in flight will send their request to HQ AFSPC/XONH through 20 AF/DOH.

2.5.1.3.1. Requests to use PTDs in flight will be sent to HQ AFSPC/XONH through 20 AF/DOH. Units will not use PTDs until EM compatibility testing is complete and written approval is obtained.

2.5.1.3.2. Many types of digital and video cameras/recorders have been EM tested by ASC/ENAE. It is impractical to list all models tested in this supplement since the list is continuously being updated. AFSPC helicopter crews can assume all commercial digital/video cameras are safe for use in flight. If any interference with avionics is experienced or suspected, the PIC will direct the cameras be turned off. Also, the use of cameras or video recorders in the cockpit of AFSPC assigned aircraft must be approved by the HF/CC. The individual using the camera or video recorder will not actively control the aircraft. Use of cameras or video recorders in the cargo compartment of AFSPC assigned aircraft is permitted with the concurrence of the aircraft commander.

2.5.4. **Foreign Object Damage (FOD) Hazards.** Crewmembers will not wear rings, wigs, hairpieces, ornaments, barrettes, pins, clips, earrings (or any other item deemed as potential foreign object damage [FOD] or safety hazards by the PIC), on the flight line or while performing duties at the aircraft. The PIC is responsible for ensuring passenger attire will not create a FOD or safety hazard. When aircrews wear helmets, their hair must be loose and unbound, must not extend below the bottom of the collar, and will not be so bulky that the helmet will not fit properly.

2.6.4. **Night Flight.** For NVG flights, the blue-filtered secondary lights and pilot/copilot map lights, supplemented by chemical light sticks described in AFI 11-2H-1 Vol 3, fulfill operational cockpit lighting requirements.

2.6.5. (Added) If possible, ground-check IFF transponder using the self-test or radar interrogation prior to takeoff on the first flight of the day. If ground check is unsuccessful, aircrews may takeoff to verify IFF radar interrogation ability in-flight with air traffic control (ATC). Aircrews will maintain VFR until the IFF radar interrogation is successfully completed.

3.1.2.3. AFSPC units will use the AFSPC Form 79, **Local VFR Flight Plan**, for VFR flights within the local flying area.

4.3.1. **(P) Fields.** AFSPC UH-1N helicopters may file to and land at CONUS civil (P) airports provided permit covers use by transient military aircraft.

5.8.1. **Operational approval of GATM and Navigation Safety Systems.** The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.8.2. **Self-Contained Approaches.** The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.8.3.1. The UH-1N AN/ANS-175 GPS system is considered a “mission enhancement” system. It will not be used for instrument navigation or instrument approaches, however, it may be used as a situational awareness tool under IFR.

5.8.3.2. The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.8.3.4. The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.8.3.5. The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.8.3.6. The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.9.1.4. The provisions of this paragraph do not apply to AFSPC UH-1Ns.

5.9.1.5. Due to differences in speed and wake turbulence considerations, RSRS is not authorized for AFSPC helicopters sharing the closed traffic pattern with fixed wing aircraft. If only helicopters share the closed traffic pattern, RSRS is authorized if approved by the controlling agency.

5.10. **Altitude Requirements.** In addition to altitude requirements specified in the basic instruction, conduct all flying operations at or above 500 feet AGL except when lower altitudes are required for takeoff, landing, operational missions, and training flights described in AFI 11-2H-1 Vol 3.

5.13.3. AFSPC has approved the use of vision restriction devices (VRDs) provided the provisions of AFI 11-202 Volume 3, General Flight Rules, para 5.13.1 are complied with. Additionally, only one pilot at a time will use a VRD, and the other pilot will be the safety observer. VRDs will not be used below the DH/MDA of an approach. VRDs may be used for an ITO on an established instrument departure. The crew complement when using VRDs must include an aircraft commander qualified pilot in one of the front seats as a safety observer. If the crew is AC and CP, only the CP may use the VRD. If both pilots are at

least AC qualified, either pilot may use the VRD. 20 AF/DOH must approve the type and style of VRD to be used prior to use. Currently, the only approved type/style of VRD is a vinyl/plastic sheet that can be applied and removed from the helmet visor.

5.14.1.1.3. AFSPC crews will not practice simulated emergency procedures in actual IMC.

5.14.1.1.4. AFSPC crews will not practice simulated emergency procedures at night.

5.14.2. Aircrews will not accomplish simulated emergency procedures while operating at civil airfields unless authorized in a letter of agreement (LOA) with the civil airfield and Airport Rescue and Fire Fighting (ARFF) support has as a minimum: One vehicle carrying at least--

(1) 500 pounds of sodium-based dry chemical or Halon 1211; or

(2) 450 pounds of potassium-based dry chemical and water with a commensurate quantity of AFFF to total 100 gallons, for simultaneous dry chemical and AFFF foam application.

5.14.2.1. AFSPC crews will not practice simulated emergency procedures unless an instructor or evaluator pilot occupies the pilot or copilot seat.

5.14.2.2. AFSPC assigned aircrews will not practice actual in-flight engine shutdowns.

5.14.2.3. Forced landing training will not be conducted on AFSPC helicopters. Forced landing training is defined as: an instructor or other crewmember intentionally rolling both throttles to flight idle in order to give the other pilot/copilot a simulated dual engine failure.

5.15. **Touch and Go Landings.** The term "Touch and Go Landings" used in the basic instruction does not apply to AFSPC helicopter operations.

5.16.1. **Restrictions.** Personnel and equipment airdrops are not authorized on AFSPC aircraft. Waiver authority is AFSPC/XO. This does not prohibit dropping survival equipment (flares, sea dye, streamers, etc).

5.17.1. **Reduced Lighting.** AFSPC assigned aircrews will comply with AFI 11-2H-1 Volume 3, *H-1 Helicopter Operations Procedures*, for aircraft reduced lighting requirements.

5.17.2. **Aircraft Lighting During Formation Operations.** Only the trail aircraft of a formation requires anti-collision lights be displayed unless aircraft in formation are separated by more than 500 feet. When aircraft in formation are separated by more than 500 feet all aircraft in the formation must display their anti-collision lights unless operational requirements dictate otherwise.

5.17.4. **Anticollision and strobe lights.** The UH-1N is equipped with anticollision lights, not strobe lights.

5.17.5.2. Acceptable operational constraints include, but are not limited to, NVG operations, tactical operations, and fire hazard when landing to dry grassy areas.

5.22.2. **AIREPs.** The provisions of this paragraph do not apply to AFSPC aircrews.

5.23.1. **Operations into Thunderstorms.** There is no AFSPC mission requiring aircraft penetration of a thunderstorm.

5.23.3. **Flight Planned Route.** Do not operate aircraft into weather conditions that exceed the limitations specified in the flight manual. If adverse weather is encountered, take immediate action to avoid further flight in it, either by landing or diverting. Flight may be made into areas of known or forecast thunderstorms if VMC is maintained and thunderstorm activity is avoided by a minimum of 5 NM.

5.26. **Night Vision Goggles (NVG) Operations.** NVG operations are prescribed in AFI 11-2H-1 Vol 3, H-1 Helicopter Operations Procedures.

5.28. **Night Approaches.** AFSPC UH-1N crews will follow the same procedures for instrument approaches for night VMC approaches as they do for day VMC approaches.

6.2. **Personal and Survival Equipment.** AFSPC requirements for life support equipment are prescribed in AFSPCI 11-301, *AFSPC Aircrew Life Support (ALS) Program*. The aircraft commander or designated representative will ensure sufficient quantities of appropriate serviceable life support/survival equipment and protective clothing for the entire mission is aboard the aircraft.

6.2.1. AFSPC aircrew will not wear parachutes.

6.2.2. Seat belts, harnesses, and safety belts will be worn IAW AFI 11-2H-1 Vol 3.

6.2.3. Personal equipment will be worn IAW AFI 11-2H-1 Vol 3 and AFSPCI 11-301.

6.2.4. Aircraft survival kit will be configured IAW AFSPCI 11-301. The aircraft commander will review the AFTO Form 46, **Prepositioned Life Support Equipment**, prior to flight. The aircraft commander will advise all crewmembers and enter a discrepancy in the AFTO 781A whenever aircraft emergency equipment is not located in compliance with the appropriate aircraft technical order.

6.2.5. AFSPC crewmembers are authorized to transport individual survival equipment as long as the contents do not pose a hazard to the crew or aircraft, the size does not unacceptably reduce cabin space, and the weight does not limit passenger, cargo, or power requirements.

6.2.5.1. (Added) Crewmembers will wear survival vests on all flights. Exception: If wearing winter-weight flight clothing, and the combination of the winter-weight clothing and the survival vest interferes with the operation of the aircraft controls.

6.2.5.2. (Added) Anti-exposure suits will be worn IAW AFSPCI 11-301.

6.2.6. Life preservers will be worn by helicopter aircrews and passengers, and life raft(s) will be carried on over-water flights when route of flight is beyond autorotational gliding distance of the shore. Flights of this type also require crewmembers to wear HEEDs. Passengers may only wear HEEDs if briefed on proper usage and if sufficient quantities are available.

7.1.1.1. AFSPC UH-1N crews will also use radar advisory services to the maximum extent possible and flight follow with an appropriate controlling agency or aircraft whenever possible.

7.2.2. **Helicopters.** VFR Minimums: the following minimum weather criteria (ceiling/visibility) apply during all VFR operations. Single-pilot operations will not be conducted with less than 700/1. Unit commanders may further restrict these minimums.

7.2.2.1. (Added) Day Training: 700/1.

7.2.2.2. (Added) Night Training: 1000/2 for unaided and 700/2 for NVG operations.

7.3.3.2. AFSPC UH-1N crews are authorized to request Special VFR to operate in or transition through Class B, C, and D Airspace.

8.1.1. **Category II/III.** AFSPC helicopter aircrews will not fly Category II and III approaches.

8.1.2.2. AFSPC helicopter units may practice published instrument approaches under VFR conditions provided the aforementioned requirements are met. It is assumed under VFR that you will not be executing the published missed approach. Thus, if a pilot wants to execute the published missed approach, he/

she must specifically request it and ATC approval must be obtained. Furthermore, aircraft equipment requirements and crew complement for instrument flight will be consistent with paragraphs 2.6.1., 2.6.2., and 5.13. of the basic instruction. Additionally, simulated instrument approaches conducted at uncontrolled airfields under VFR without terminal radar service are prohibited, unless an IFR clearance is obtained. Locally developed instrument approaches used and labeled "For VFR Training Use Only" (i.e. not published instrument approaches as defined by AFI 11-202, Vol 3, 8.3.1.1) will be reviewed and approved on a case-by-case basis by HQ AFSPC/XORA working in conjunction with HQ AFFSA/XOI. Aircrews may log these locally developed approaches for currency and log primary "SIM INSTM" time on the AFTO 781.

**8.6. Takeoff Minimums.** IFR Takeoff Minimums: Without a departure alternate, weather at the departure point must be equal to or above the published visibility minimums required for the appropriate aircraft category for an available approach. With a departure alternate, weather at the departure point must be equal to or above one-half the published visibility minimums required for the appropriate aircraft category, but no less than one-quarter mile (1,200 RVR) for an available approach. Published visibility is required if a copter-only approach is used as the emergency return approach at the departure airfield. Select the departure alternate using the following criteria. Departure alternate should be within 60 minutes flying time. Weather en route to the alternate must permit flight within aircraft limitations. The aircraft must be capable of maintaining minimum en route altitudes (MEA or MOCA, whichever is higher) to the alternate if an engine fails. The departure alternate prevailing weather must be equal to or better than the lowest published approach ceiling and visibility minimum (no lower than 1,200 RVR) and forecast to remain so for one hour and thirty minutes after takeoff.

8.7.2.1. Information regarding climb gradients can be found on the inside of the back cover of the Low Altitude Terminal Instrument Approach Plate booklets.

8.7.2.2. The UH-1N is considered a multi-engine aircraft.

8.7.2.2.1. IFR departures should follow routing with the lowest obstacles. Appropriate terrain charts must be reviewed prior to departure. In the event of an engine failure, the planned departure (IFR or VFR) and emergency return routing must allow for obstacle avoidance. The aircraft commander will brief the entire crew on departure routing/emergency escape routing and obstacle avoidance with one engine inoperative.

8.7.2.2.2. Special Departure Procedures do not exist for helicopters.

8.13.1.5. The provisions of this paragraph do not apply to AFSPC UH-1Ns.

8.13.2.2. If the reported weather goes below the minimums for the approach after beginning descent, the pilot may continue flying the procedure to the missed approach point. Fuel remaining must be sufficient to accomplish the remainder of the approach, missed approach, and flight to alternate with appropriate reserves.

8.13.3.2. For AFSPC aircrews, as a minimum, the pilot flying the instrument approach must set their radar altimeter to the appropriate HAT/HAA prior to the FAF.

8.15. **IFR "VFR on Top."** IFR "VFR on Top" operations in AFSPC are prohibited.

8.16. **Operations within the Minimum Navigation Performance Specifications (MNPS) Airspace.** The provisions of this paragraph do not apply to AFSPC UH-1Ns.

8.17. **Reduced Vertical Separation Minimums (RVSM).** The provisions of this paragraph do not apply to AFSPC UH-1Ns.

8.18. **Required Navigation Performance Area Navigation (RNP RNAV) Airspace.** The provisions of this paragraph do not apply to AFSPC UH-1Ns.

9.1.1.1. Crew rest and FDP waiver authority is delegated to the OG/CC. The 2-hour FDP extension mentioned in the basic instruction is delegated to the PIC.

9.1.1.3. Waivers to crew rest and FDP will only be made on a case-by-case basis.

9.3.3. **Augmented Aircrew.** AFSPC units will not augment crews for the purpose of extending FDPs.

9.3.4. **Basic Aircrew.** AFI 11-2H-1 Vol 3 lists basic crew requirements based on type of mission/profile. Crew rest and FDP requirements apply to all personnel on aeronautical orders required for the mission.

9.3.5. **Crew Rest Period.** AFSPC aircrew members must be afforded 12 hours of crew rest prior to their FDP. Ten hours of this time should be restful activities and 8 hours should be dedicated to sleeping. There are limited cases when the 12 hours can be reduced to a minimum of 10 hours (see para 9.7.4.). The reduction covered by para 9.7.4 of the basic regulation is intended solely to keep crews in a 24-hour cycle and not for more convenient scheduling or additional sortie generation.

9.3.5.1. (Added) Post-TDY Crew Rest. Crew rest begins upon the final return of an individual to home station and runs continuously until completed. Flying unit commanders may assign post-TDY crew rest based on crew fatigue. Mission difficulty and scheduling restrictions are governing considerations used to award post-TDY crew rest. Post-TDY crew rest is normally completed before starting pre-departure crew rest for a subsequent mission. As a guide, compute post-TDY crew rest at the rate of one hour off for every three hours of TDY not to exceed 72 hours.

9.4. **Alert Duty.** AFSPC UH-1N crews may be required to perform alert or stand-by duty based on mission requirements. Aircrew members will be provided a 12-hour inviolate crew rest period preceding the start of alert/standby duty and must be allowed to remain in crew rest during the alert/standby period until called in for duty. Unit commanders, mission commanders, and operations officers must consider aircrew availability and mission priority when determining periods of alert/standby duty. Commanders should consider factors such as crew currency requirements, fatigue, additional duties, etc. when determining length of alert/standby duty periods; however alert/standby will not exceed 72 hours. For the purposes of compensatory time off, use the provisions for post-TDY crew rest as a guide.

9.4.1. (Added) Alert duty is defined as any period during which an alert crew is on call to perform its mission. Personnel on alert duty will be readily available in an alert facility (with adequate sleeping, eating, and bathing facilities) or in a location that will assure the capability to meet speed-into-action mission response. Alert duty begins at a scheduled changeover time. If an alert crew flies during the alert period (N/A for alert aircraft acceptance hover checks), their 12-hour FDP begins. Upon completion of any flight, the alert crew is considered in crew rest status. To ensure 24-hour coverage, another crew should be placed in crew rest to cover any missions that may arise while the original alert crew is reconstituting. If the alert crew completes 12 consecutive hours of crew rest between flights, the previous FDP no longer applies and the cycle can start anew, provided the crew does not remain on alert for more than 72 hours from initial assumption of alert duty. Also, aircraft will be placed on alert IAW technical orders. When an alert crew change occurs and the same aircraft remains on alert, there is no requirement to perform another complete preflight. The on-coming crew, however, will check as a minimum, aircraft forms, configuration, weight and balance, survival equipment, and fluid levels.

9.4.2. (Added) Standby duty is defined as a period of time during which a crew may be required to launch on a mission for which a firm departure time cannot be established. Standby duty does not require crew-

members to be at their duty station, does not require an alert facility, and does not require aircraft to be placed on alert. If the standby crew flies while in standby status, the same FDP rules apply as if they were on alert status except crew rest begins when the aircrew completes their last official duty.

9.7. **Crew Rest.** Crew rest applies to Operational Support Fliers as well as aircrew.

9.7.3. **Crew Rest Interruptions.** In the event of a short-notice mission tasking or when a scheduled crewmember becomes unable to fly, it is permissible to contact crewmembers that have not been previously placed in crew rest and ask if they are sufficiently rested to fly. If crewmembers have had 12 hours of crew rest, they may fly on the mission.

9.7.6.3. Unit flying commanders must closely monitor aircrew members for signs of cumulative fatigue. Continuous operations defined in paragraph 9.7.4.1.1. of the basic instruction will only be employed during real-world contingency operations. Exercises or a shortage of aircrew members due to TDY, leave, or DNIF does not by itself warrant exceptions to the 12-hour minimum crew rest period. Should cumulative fatigue create a situation where a crewmember is unable to safely perform in-flight duties, the individual will be removed from the flying schedule and referred to the flight surgeon for evaluation. If cumulative fatigue issues jeopardize accomplishment of the assigned mission, the HF/CC must inform the chain of command and request assistance before mission failure.

9.8.2. Before reporting for flight duty, aircrew members must obtain medical clearance from the flight surgeon for all medical/dental evaluations or treatment obtained from any source other than flight medicine, or for any condition that hinders duty performance.

9.9.6. **Controlled Cockpit Rest.** AFSPC UH-1N crews will not perform controlled cockpit rest.

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

***References***

AFI 11-2H-1, Volume 3, *H-1 Helicopter Operations Procedures*

AFSPCI 11-301, *AFSPC Aircrew Life Support (ALS) Program*

***Abbreviations and Acronyms***

**AFSPC**—Air Force Space Command

**AFTO**—Air Force Technical Order

**AIE**—Alternate Insertion and Extraction

**DNIF**—Duty Not Including Flying

**DOD**—Department of Defense

**EM**—Electro Magnetic

**HEED**—Helicopter Emergency Egress Device

**HF/CC**—Helicopter Flight Commander

**IFF**—Information Friend or Foe

**OG/CC**—Operations Group Commander

**PGU**—Portable GPS Unit

**PIC**—Pilot in Command

**XO**—Headquarters Director of Air and Space Operations

DOUGLAS M. FRASER, Maj Gen, USAF  
Director of Air and Space Operations