

**BY ORDER OF THE CHIEF,
NATIONAL GUARD BUREAU**

AIR NATIONAL GUARD INSTRUCTION 10-207

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Operations

GLOBAL FLIGHT FOLLOWING

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFD 10-2, *Readiness*, and establishes Air National Guard (ANG) reporting requirements, responsibilities, and procedures for unit commanders to control unit flight operations. This instruction is applicable to all ANG units.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Chapter 1

GUIDANCE AND PROCEDURES

1.1. Responsibilities. Operational authority for unit directed flights is vested in The Adjutant General (TAG). ANG flying units will comply with all directives under which flying operations are authorized.

1.1.1. TAGs may approve unit directed flights within the Continental United States (CONUS) in compliance with command agreements as authorized by the National Guard Bureau (NGB).

1.1.2. Unit commanders will ensure that personnel comply with this instruction.

1.2. Approving Authority. The ANG Director Air and Space Operations (ANG/XO) is the approving and operational authority for all CONUS operated missions, (with the exception of unit-generated missions) and for all missions operating Outside the Continental United States (OCONUS). This responsibility is delegated to the ANG Deployments Division (ANG/XOX). For ANG purposes, OCONUS is defined as anywhere beyond the outermost United States (US) Air Defense Identification (ADIZ) or any location OCONUS. Examples include destinations in Canada, Alaska, Hawaii, Puerto Rico, and Virgin Islands.

1.3. Mission Numbers. All aircraft movements, with the exception of unit-generated, require an ANG mission number. The ANG mission number system is comprised of two components: unit-generated mission numbers and ANG mission numbers, which are computer-generated by ANG/XOX.

1.3.1. ANG mission number will be obtained from ANG/XOX during normal duty hours.

1.3.2. An ANG mission number is required for the following missions:

1.3.2.1. All ANG aircraft operating outside their designated training area.

1.3.2.2. All fighter deployments, including CONUS North American Air Defense Command (NORAD) Region (CONR), operating CONUS and OCONUS. Fighter units will obtain mission numbers no later than (NLT) ten days before the mission.

1.3.2.3. A unit-generated mission number is generated by the unit for missions operating within the designated local training area and does not require ANG validation.

1.3.3. Unit-generated training mission numbers do not apply to fighter units. Airlift, tanker and Operational Support Airlift (OSA) units will assign their own mission number for unit-generated training missions. Units are not authorized to travel OCONUS, to include Alaska, Hawaii, and Puerto Rico, on a unit-generated training mission number and must obtain an ANG mission number to travel OCONUS. Unit mission numbers will be generated for unit training missions operating within designated training area in support of the ANG and/or the State TAG. Missions outside of these parameters require an ANG mission number.

1.3.3.1. To generate a unit mission number, follow the guidelines below:

1.3.3.1.1. The first character is always "D." This character indicates that the mission is an ANG mission.

1.3.3.1.2. The second character is a “U.” Any other designator will require an ANG mission number. Use “U” for standard unit-generated mission numbers. Tanker aircraft will use “U” when a unit mission does not involve refueling activities.

1.3.3.1.3. The third and fourth characters are “16” for missions in support of ANG or in support of the State TAG. Designators other than “16” require an ANG computer-generated mission number.

1.3.3.1.4. The fifth character is either “Y” for primary Mission Data Set (MDS) aircraft or “Z” for operational support aircraft.

1.3.3.1.5. The sixth, seventh, and eighth characters are the unit’s numeric designator.

1.3.3.1.6. The ninth character designates the unit’s sortie or chock number for the day.

1.3.3.1.7. The tenth, 11th, and 12th characters are the Julian date for the flying day.

1.3.4. ANG missions operating on a mission number issued by another headquarters (e.g., Air Mobility Command (AMC), Pacific Air Forces (PACAF), Rescue Coordination Center (RCC), etc.) must have an ANG mission number assigned. When contacting ANG/XOX for a mission number, the mission number issued by the other headquarters must be provided. Itineraries will be flight followed on the mission number issued by the other headquarters with the ANG mission number placed in external remarks in the Global Decision Support System (GDSS) system.

1.4. Mission Summary. Aircraft commanders will maintain contact with their home unit, if possible, and provide times for all airlift flight activity at each landing.

1.4.1. If home units are unavailable, ANG Operations Center personnel will be available 24 hours a day to update the GDSS database to reflect all times provided by the aircraft commander. The ANG Operations Center has a “1-800” line for use by aircrew only when DSN lines are unavailable and the unit has not provided the aircrew a unit calling card. The “1-800” line is for flight following purposes only and will not be used to transfer calls, establish phone patches, or used in any other capacity other than to provide flight following information.

1.5. United States Air Force (USAF) Global High Frequency System Stations. Message relay is a service provided by USAF Global High Frequency (HF) Systems operators. Aircraft commanders are encouraged to use any of the 14 USAF Global HF stations worldwide to relay times to the home unit or the ANG Operations Center. The USAF Global HF System is particularly beneficial for aircrews operating in remote parts of the world without communications availability to contact the ANG Operations Center. Any USAF Global HF station can either phone patch into or relay a message to “Minuteman Operations.”

1.5.1. The Andrews Global station, located at Andrews AFB, Maryland, will facilitate all ANG global traffic. The Andrews station functions 24 hours each day and can be contacted using the call sign “ANDREWS.”

1.5.2. Should a problem exist in reaching the Andrews station, contact and request service from any USAF Global HF station by using the general net air-ground call sign “MAINSAIL.” Any of the 14 USAF Global HF stations hearing the call “MAINSAIL” will respond and provide the requested service.

1.5.3. Information necessary for global operators to complete the call includes the identities and location of the calling and called parties, and telephone numbers. All messages received by USAF Global HF stations will be accepted and delivered by the fastest means available according to precedence and priority.

Chapter 2

FLIGHT OPERATIONS

2.1. Off-Station Training Flights. Aircrew members are authorized to participate in periodic off-station training flights. Destinations and alternates should be military bases or ANG/Air Force Reserve Command (AFRC) units located on civilian airports. Exceptions to this will be aircraft divers under emergency conditions only.

2.1.1. All personnel aboard ANG aircraft supporting off-station training must follow NGB, ANG, and their respective applicable gaining major command directives.

2.1.2. All ANG wing or group commanders will ensure that the movement of leave and temporary duty (TDY) personnel on such flights is a strict by-product and not the primary purpose of the off-station flight before granting approval.

2.1.3. Commanders will maintain positive control of aircraft away from home station.

2.1.3.1. C130 Aircraft. Airlift units will submit requests for these missions 30 days before the planned dates for mission numbers. Allowable Cabin Load (ACL) should be offered to the AMC system for cargo and passengers when appropriate, to include humanitarian cargo approved by the Denton Amendment procedures.

2.1.3.2. Tanker (KC135) Aircraft. Tanker units will submit requests for these missions 30 days before the planned dates for mission numbers. ACL should be offered to the AMC system for cargo and passengers when appropriate, to include humanitarian cargo approved by the Denton Amendment procedures.

2.2. Request for Airlift Mission Support from Non-NGB Sources. Coordinate all requests for airlift or mission support from any major command or agency through ANG Deployment Execution Division (ANG/XOXE) for validation and coordination.

2.3. Modular Airborne Fire Fighting Systems. The Modular Airborne Fire Fighting Systems (MAFFS) is a modular unit designed to be inserted into a C130 aircraft; each system disperses up to 3,000 gallons (27,000 pounds) of fire retardant or an equivalent amount of water. The MAFFS equipment is owned by the United States Forest Service (USFS), and is employed by four selected Air Reserve Component (ARC) units for the purpose of assisting in the suppression of forest, range and wild land fires on a regional basis. The retardant is procured and delivered to the fire scene by the USFS. Approximately four to 12 hours are required to prepare an aircraft for a MAFFS mission, depending on the advance preparation of the aircraft and crew rest status. This is exclusive of flight time to the fire location.

2.3.1. The total MAFFS capability in the US Air Force is missioned to four ARC units. Three ANG and one AFRC airlift units are trained and equipped to employ the MAFFS. The ANG units are the 145AW in North Carolina, the 146AW in California, and the 153AW in Wyoming; the AFRC unit is the 302AW located at Peterson AFB in Colorado. There are two MAFFS systems at each of the units.

2.3.2. The National Interagency Fire Center (NIFC) coordinates state and federal government efforts to fight wild land fires in the CONUS. In general, fires on state land are the responsibility of state authorities, and fires on federal land are the responsibility of the National Interagency Coordination Center (NICC). MAFFS will be used to augment civilian contract aerial tankers when necessary

2.3.3. Authority to employ the MAFFS rests with the USFS. That authority is executed through the NIFC in Boise, Idaho. Collocated with NIFC is the NICC which exercises overall coordination of fire fighting operations performed by the Department of Agriculture, the USFS, Department of the Interior, Bureau of Land Management, Bureau of Indian Affairs, Fish and Wildlife Service, and the National Park Service. When the MAFFS systems are placed into a C130 at the request of NICC, the aircraft and MAFFS are considered a fire-fighting tool under operational control of United States Northern Command (USNORTHCOM) in coordination with NIFC and its liaison. The states of California, North Carolina and Wyoming have agreements with NIFC, which allow the use of the MAFFS equipment on fires within the boundaries of their respective states. Since the Federal government may not compete with private enterprise by virtue of the National Act of 1932, the NIFC must certify to Department of Defense (DoD) that all commercial air tankers are committed before the MAFFS are utilized.

2.3.3.1. Fire fighting operations are conducted at the lowest practical level, starting with local, county, state, federal (including contracted services), and eventually regional or national level.

2.3.3.2. On a national level, the MAFFS units will normally be tasked under the execution order from the Assistant Secretary of Defense for Homeland Defense (ASD-HD), and eventual operation control, of the flying units, will be transferred to USNORTHCOM, and C2 provided in accordance with (IAW) USNORTHCOM directives.

2.3.4. When a fire escalates to a point where NIFC decides that the MAFFS are required, NIFC makes a request to the Joint Director of Military Support (JDOMS), the action party for the ASD-HD, with executive authority for the Military Support to Civil Authorities program. This request will include the number of C130s, trained crews, and the dates required and anticipated duration of mission. The location of the air tanker operations base will be determined by Wildfire C2 under USNORTHCOM in coordination with NIFC points of contact for air tanker base ops, and the air tanker coordinator. USFS will position MAFFS operators/mechanics and retardant at the air tanker site.

2.3.4.1. JDOMS issues an Execute Order (EXORD) to USNORTHCOM, the command responsible for CONUS-based contingencies and military support operations in the 48 contiguous United States, to provide requested support to NIFC. US Transportation Command (USTRANSCOM), will, in coordination with ANG and AFRC designate the units to be tasked.

2.3.4.2. Chairman, Joint Chiefs of Staff (CJCS) validates request for MAFFS support and ASD-HD through JDOMS publishes an EXORD to notify the appropriate supported Combatant Commander, USNORTHCOM, the responsible command for CONUS-based contingencies and military support operations in the 48 contiguous states, and Alaska, and to the USTRANSCOM who then tasks AMC as the force provider. USTRANSCOM will coordinate the requested support with the ANG and AFRC with information on Military Personnel Appropriation (MPA) days and other required resources. Concurrent with the JDOMS EXORD to USTRANSCOM, the JDOMS passes a warning order to the Executive Agent for the Chief of the National Guard Bureau for Military Support to Civil Authorities (NGB-HD-M) programs and AFRC for possible MAFFS employment. Then NGB-HD-M gains approval from the respective TAGs, and notifies ANG/XO to alert the respective units accordingly.

2.3.4.3. Once tasked, the units are authorized direct liaison with AMC Tanker Airlift Control Center (AMC/TACC) on deployment details, if required, but must obtain and use Mission numbers and appropriate mission symbols from ANG/XOX, and then coordinate all deployment details

with C2 established by USNORTHCOM. Information copies of all messages will be sent to Air Force National Security Emergency Preparedness (AFNSEP), JDOMS, the Air Force Operations Center (AFOC), and USNORTHCOM. NICC will ensure that necessary support is available at the destination airfield. Tasked unit(s) is authorized direct liaison with AMC/TACC on deployment details and mission support after coordinating with USNORTHCOM established C2. USNORTHCOM is the combatant commander responsible for CONUS-based contingencies and military support operations in the 48 contiguous United States and Alaska.

2.3.5. When the MAFFS units are employed under state authority; aircrew personnel will be placed on State Active Duty (SAD) in accordance with applicable state and federal laws. Military Technicians (MT) and Active Guard/Reserve (AGR) personnel should be placed in an appropriate leave status for the duration of the mission. The state is required to reimburse the United States Property and Fiscal Officer (USP&FO) for the use of the aircraft at the Emergency SAD rate; which is the DoD rate less Crew Pay and Allowances and travel costs. That rate includes consumables, depot-level repairables, Petroleum, Oil, Lubricants (POL), depot maintenance or contractor logistics maintenance (as applicable), and unit maintenance.

2.3.5.1. When the MAFFS units are employed under “national” NIFC authority; aircrew personnel may perform duty Title 32 (Inactive Status), IAW Coordinating Authority as outlined in Joint Pub 0-2, Unified Action Armed Forces (UNAAF), or can be placed on Federal active duty (Title 10). The Title 10, MPA workdays, are validated by AMC using Command Man-Day Allocation System (CMAS), at Scott AFB, Illinois; the USFS may reimburse AMC for these workdays. On a case-by-case basis, some aircrew personnel may remain in MT and/or AGR. Aircraft flying hour use and all other Travel and Allowances and Operations and Maintenance (O&M) costs are reimbursed by the USFS.

2.3.5.2. Normally, aircrew personnel would have been previously alerted and are on standby. On a case-by-case basis, the units’ air commanders may use aircrew personnel in MT and/or AGR status in the initial stages of employment because of their immediate availability.

2.3.6. Flying hours to support training of new aircrews and MAFFS orientation flights are an integral part of each unit’s flying hour program. The USFS reimburses the DoD for flying hours expended during operational missions requested by NIFC. This is accomplished pursuant to the Economy Act, 10 United States Code (USC) 1535 and 1536.

2.3.7. MAFFS missions supporting NIFC will be issued a “DM32 or DZ32” mission number; missions supporting the State will be issued a “DZ16 or DU16” mission number, and missions for MAFFS training will be issued a “DU16” mission number.

2.4. Tanker Operations. Tanker units maintain 24-hour command and control of aircrews deployed or exercising away from home station. Deployed aircrews will establish a 24-hour point of contact (POC) at deployed locations for communication with the home unit command post. When aircrews cannot be reached directly by telephone, they will check in with the POC at least once every 24-hours for messages.

Chapter 3

COMMAND AND CONTROL SYSTEMS

3.1. Global Decision Support System (GDSS). GDSS is AMC's force-level Command and Control (C2) system supporting AMC/TACC execution authority for effective airlift mission management. GDSS consists of nodes located at different locations that continuously replicate information to keep each node updated with the latest information.

3.1.1. The objective of the GDSS program is to improve AMC's C2 force-level decision making by providing its users with automated capabilities to support airlift planning and execution, aircraft schedule dissemination, aircrew management, and mission management of AMC's airlift and air refueling missions. Its purpose is to provide a fully functional, operational system that satisfies the C2 support requirements of AMC. GDSS interfaces with several C2 systems, including Command and Control Information Processing System (C2IPS), the wing-level C2 planning and execution system, AMC Deployment Analysis System (ADANS), and the USTRANSCOM Global Transportation Network (GTN).

3.1.2. The ANG relies heavily on GDSS to maintain visibility of ANG airlift, tanker and Strat missions. A large global audience views GDSS; therefore, it is essential that standardization exist to enhance global flight management.

3.2. Command and Control Information Processing System (C2IPS). C2IPS is a unit level C2 system that manages functions such as communications processing, message/data processing and display, and nodal data networking. At the wing level, it channels information between the air transportation, intelligence, maintenance, operations, supply, weather, and surgeon general functions. Unclassified information is passed between unclassified GDSS and C2IPS Intelligent Messaging Units at Scott AFB, Illinois and Travis AFB, California. Unclassified GDSS passes schedule and execution data to C2IPS. C2IPS passes arrival and departure information to GDSS and the next three down-line stations. For missions consisting of more than three legs, GDSS passes that information to the other C2IPS equipped down-line stations. C2IPS transmits takeoff, landing, diversion, over-fly, schedule, diplomatic clearance, and Unit Line Number (ULN) information (number of passengers and tons of cargo) to unclassified GDSS.

3.2.1. ANG units using C2IPS will input mission departures, arrivals, deviations, recuts, diverts, overflights, delay codes, and advisories. It is a unit responsibility to close missions.

3.2.2. ANG units without 24-hour operations will input unit aircraft information into C2IPS during unit duty hours.

3.2.3. The ANG Operations Center will update times for units without 24-hour operations during non-duty hour periods. Unit Commanders without 24-hour operations will develop procedures to assure that the ANG Operations Center is provided en route times for each leg while off-station until mission termination.

3.3. Airlift Information and Reporting System (AIRS). The AIRS was designed primarily to assist the unit scheduler in building missions and trips and, upon trip completion, producing after action reports. The AIRS was not designed to fully support C2 flight following. The flight following module of AIRS provides very limited flight following capabilities. Units are strongly encouraged to use C2IPS for flight following and AIRS for all other functions.

- 3.3.1. Units must load itineraries NLT 14 days before departure to preclude the generation of a missing itinerary report.
- 3.3.2. For airlift missions, the total passenger and/or cargo on board for each departure time must be loaded into C2IPS or AIRS.
- 3.3.3. Times for ANG transitory aircraft arriving or departing an ANG location will be either updated via C2IPS or reported to the ANG Operations Center.

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Director, Air National Guard

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

AFPD 10-2, Readiness

Joint Pub 0-2, Unified Action Armed Forces (UNAAF)

Abbreviations and Acronyms

ACL—Allowable Cabin Load

ADANS—AMC Deployment Analysis System

ADIZ—U.S. Air Defense Identification

AFNSEP—Air Force National Security Emergency Preparedness

AFOC—Air Force Operations Center

AFRC—Air Force Reserve Command

AGR—Active Guard/Reserve

AIRS—Airlift Information and Reporting System

AMC—Air Mobility Command

AMC/TACC—AMC Tanker Airlift Control Center

ANG—Air National Guard

ANG/XO—ANG Director Air and Space Operations

ANG/XOX—ANG Deployments Division

ANG/XOXE—ANG Deployments Execution Division

ARC—Air Reserve Component

ASD-HD—Assistant Secretary of Defense for Homeland Defense

C2—Command and Control

C2IPS—Command and Control Information Processing System

CJCS—Chairman, Joint Chiefs of Staff

CMAS—Command Man-Day Allocation System

CONR—CONUS North American Air Defense Command Region

CONUS—Continental United States

DoD—Department of Defense

EXORD—Execute Order

GDSS—Global Decision Support System

GTN—Global Transportation Network

HF—High Frequency

IAW—in accordance with

JDOMS—Joint Director of Military Support

MAFFS—Modular Airborne Fire Fighting Systems

MDS—Mission Data Set

MPA—Military Personnel Appropriation

MT—Military Technicians

NGB—National Guard Bureau

NGB-HD-M—Executive Agent for the Chief of the National Guard Bureau for Military Support to Civil Authorities

NICC—National Interagency Coordination Center

NIFC—National Interagency Fire Center

NORAD—North American Air Defense Command

NLT—no later than

O&M—Operations and Maintenance

OCONUS—Outside the Continental United States

OSA—Operational Support Airlift

PACAF—Pacific Air Forces

POC—point of contact

POL—Petroleum, Oil, Lubricants

RCC—Rescue Coordination Center

SAD—State Active Duty

TAG—The Adjutant General

TDY—temporary duty

TRANSCOM—U.S. Transportation Command

ULN—Unit Line Number

US—United States

USAF—United States Air Force

USC—United States Code

USFS—United States Forest Service

USNORTHCOM—United States Northern Command

USP&FO—United States Property and Fiscal Officer