

**BY ORDER OF THE COMMANDER
UNITED STATES AIR FORCES IN EUROPE**



**AIR FORCE INSTRUCTION 13-217
UNITED STATES AIR FORCES IN EUROPE
Supplement 1
15 MAY 2004**

Space, Missile, Command, and Control

**DROP ZONE AND LANDING ZONE
OPERATIONS**

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 13-217, 1 May 2003, is supplemented as follows: The purpose of this supplement is to provide USAFE guidance on procedures specific to USAFE and clarification on other related issues when necessary. This supplement applies to all USAFE units and only to the Air National Guard (ANG) United States Title 10 status. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 37-123, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS).

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Applicable references to assault landing zone (ALZ) have been updated to landing zone (LZ) to reflect a change in terminology in the basic instruction. USAFE Aircraft Rescue and Fire Fighting (ARFF) requirements in **Attachment 10 (Added)** have been updated to reflect guidance contained in Air Force Pamphlet (AFPAM) 32-2004, *Aircraft Fire Protection For Military Operations Other Than War*. Material is substantially changed from the previous edition and it must be reviewed in its entirety.

1.1.1. (Added) Aircrews operating USAFE -assigned, -gained, or -controlled aircraft will comply with the provisions of this supplement.

1.3. Unless otherwise specified or delegated in subsequent paragraphs of this supplement, the Director of Air and Space Operations (HQ USAFE/A3) is the waiver authority for this instruction.

1.3.1. (Added) Forward waiver requests through appropriate operations group commander (OG/CC) and numbered Air Force directorate of aerospace operations (NAF/A3) to HQ USAFE/A3TV, Unit 3050, APO AE 09094-5015.

1.3.2. (Added) If operational necessity prevents advance HQ USAFE/A3 approval, report deviations in accordance with the provisions of paragraph **1.3.1. (Added)** within 48 hours. Generate a detailed written report providing circumstances and justification for the deviation.

1.4. For unilateral operations, route requests to accomplish drop zone/landing zone (DZ/LZ) surveys through Headquarters Special Operations Command Europe Current Operations (HQ SOCEUR/SOJ33). HQ SOCEUR/SOJ33 will validate requests and grant direct liaison authorized (DIRLAUTH) with the 352nd Special Operations Group plans office (352 SOG/XP), DSN 238-4734, and the 321st Special Tactics Squadron (321 STS) for completion. 321 STS coordination will be accomplished with the Surveys Office (321 STS/DOS), Unit 8835 Box 270, APO AE 09459; DSN 238-2246 or 2282. The user is responsible for tracking all DZ/LZ survey action prior to completion. See paragraphs 2.23. and 3.12. of AFI 13-217, *Drop Zone and Landing Zone Operations*, for additional information.

1.5. The 86th Operations Support Squadron, Tactics Office (86 OSS/OSP) maintains a European Zone Availability Report (ZAR) for all approved DZ and LZ surveys [other than Air Force Special Operations Command (AFSOC)] in the US European Command (USEUCOM) area of responsibility (AOR) and recommends the inclusion of all HLZ surveys. The European ZAR contains pdf files for every current DZ/LZ and is located on the following internet site available to military (.mil) users:

https://wwwmil.ramstein.af.mil/86og/86oss/Tactics_Page/combat_tactics_Home.htm. Users can download the pdf file and view the applicable survey, provided Acrobat Reader software is installed on the computer. Contact 86 OSS/OSP, DSN 480-2822, e-mail: <mailto:86OSS.OSP2@ramstein.af.mil> if problems are encountered while attempting to access the website or for any questions regarding the European ZAR.

2.8.1. Surface Winds. Unilateral training airdrops will not be made when surface winds (including gusts) exceed the limits (shown in Tables 2.3. and 2.4.) within a 1-minute period prior to the drop. These restrictions may apply to other services airdrops, depending on their unit standard operating procedures.

2.17.1. The OG/CC may delegate drop zone controller (DZC) selection, DZC training program management and DZC certification to the flying squadron commander. Validate certification by letter, signed by the squadron commander (or designated representative), and maintain in the unit tactics office.

2.17.2.2. Within USAFE, the OG/CC may delegate the approval of personnel for DZC duties during unilateral airdrop training to the squadron commander. Once qualified, these personnel may set up and operate a DZ supporting airdrops other than personnel.

2.23.3. Safety of Flight reviewer (item 4d) will be assigned to the 86 OSS/OSP. Surveyors must forward the DZ survey to 86 OSS/OSP via FAX (DSN 480-2436) or e-mail: <mailto:86OSS.OSP2@ramstein.af.mil>. As a minimum, 86 OSS/OSP will check the following during the safety of flight review:

2.23.3.1. (Added) Accuracy of Military Grid Reference System (MGRS), Universal Transverse Mercator (UTM), and World Geodesic Survey (WGS-84) geographical coordinates.

2.23.3.2. (Added) Aircraft obstructions on the drop zone (e.g., towers, tension lines, fences, etc.).

2.23.3.3. (Added) Route of flight for obstructions during ingress and egress of the assault zone area within three nautical miles (NM) of intended flight path, keeping in mind service ceilings and engine-out climb performance for the particular aircraft involved to ensure terrain and obstruction clearance.

2.23.3.4. (Added) Route of flight for special use and noise sensitive airspace.

2.23.4. Once items 4c and 4d are signed, the DZ survey will be forwarded to the Commander (86 OG/CC) (or designated representative) for review and signature in item 4e (if approved). The approved survey will be returned to 86 OSS/OSP for filing and inclusion in the European ZAR.

3.3.1. (Added) For all operations, LZs and runways must meet minimum runway requirements in the applicable Air Force Instruction (AFI) 11-2-MDS-Specific Volume 3. For instrument flight rules operations, crews will comply with requirements of AFI 11-202 V3, *General Flight Rules*, paragraph 8.3

3.4.8. The 86 OG/CC is the approval authority for all LZs in USAFE (other than AFSOC and HLZs) and will sign (block 4C) of the AF Form 3822, **Landing Zone Survey**.

3.4.8.1. (Added) Base Civil Engineer (BCE) will complete the AF Form 3822 for surfaced landing zones.

3.4.8.2. (Added) For all other category landing zones (unprepared and prepared landing zones), qualified special tactics squadron (STS) personnel, must complete the AF Form 3822.

3.10.3. (Added) Any landing zone safety officer (LZSO) -certified aircrew member may establish LZs. The squadron commander or his or her designated representative will certify these individuals.

3.10.3.1. Validate certification by letter, signed by the squadron commander (or designated representative), and maintain in the unit tactics office.

3.10.3.1.1. When operating at uncontrolled airfields (lacking an operating tower) without STS support, aircrews may conduct landings at their own risk. The aircrew will make every effort to ensure the runway is clear of any obstructions. Aircrews will perform an airfield fly by if operationally feasible. The flying squadron DO will review and authorize unilateral single-ship assault missions to landing zones without a landing zone controller (LZC) or operating control tower. Formation landings require Director of Air and Space Operations (HQ USAFE/A3) approval.

3.11. Refer to **Attachment 10 (Added)** for Aircraft Rescue and Fire Fighting (ARFF) requirements in USAFE.

3.12. The 86 OSS/OSP maintains a European ZAR for all approved LZ surveys (other than AFSOC LZs) in the USEUCOM AOR (see paragraph 1.5. of this supplement). Agencies and users requiring an initial survey or re-survey of an LZ will submit requests no later than 180 days prior to the operational requirement (see paragraph 1.4. of this supplement). The user may request HQ USAFE/A3 assistance in coordinating a STS or HQ USAFE/A7C to complete the AF Form 3822 (see paragraph 3.4.8.1. (Added)), as required.

3.12.2. The reviewing authority (item 4b on AF Form 3822) will be assigned to the 86 OSS/OSP. Surveyors must forward the LZ survey to 86 OSS/OSP via FAX (DSN 480-2436) or e-mail: <mailto:86OSS.OSP2@ramstein.af.mil>. Following the review by the 86 OSS/OSP, the survey will be forwarded to the 86 OG/CC, the final approval authority (item 4c). Once approved by the 86 OG/CC, the survey will be returned to 86 OSS/OSP for filing and inclusion in the European ZAR. As a minimum, 86 OSS/OSP will check the following during the review process:

3.12.2.1. (Added) Accuracy of Military Grid Reference System (MGRS), Universal Transverse Mercator (UTM), and World Geodesic Survey (WGS-84) geographical coordinates.

3.12.2.2. (Added) Aircraft obstructions in the landing zone environment (e.g., towers, tension lines, etc.).

3.12.2.3. (Added) Route of flight for obstructions during ingress and egress of the LZ area within three nautical miles (NM) of intended flight path, keeping in mind service ceilings and engine-out climb performance for the particular aircraft involved to ensure terrain and obstruction clearance.

3.12.2.4. (Added) Route of flight for special use and noise sensitive airspace.

3.17.4. It is recommended HLZ surveys be forwarded to 86 OSS/OSP IAW paragraph [1.5](#).

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References (Added)***

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

AFI 13-217, *Drop Zone and Landing Zone Operations*

AFPAM 32-2004, *Aircraft Fire Protection For Military Operations Other Than War*

AMCI 11-208, *Tanker/Airlift Operations*

AFM 37-139, *Records Disposition Schedule*

TO 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*

Abbreviations and Acronyms (Added)

AFSOC—Air Force Special Operations Command

AMC—Air Mobility Command

AMOCC—Airlift Mobility Operations Control Center

AOR—Area of Responsibility

C2—Command and Control

CFR—Crash, Fire, and Rescue

HQ—Headquarters

NAF—Numbered Air Force

NM—Nautical Mile

OG—Operations Group

OG/CC—Operations Group Commander

Stan/Eval—Standardization and Evaluation

USAFE—United States Air Forces in Europe

USEUCOM—United States European Command

UTM—Universal Transverse Mercator

WGS-84—World Geodesic Survey, 1984

Terms (Added)

Air Mobility Operations Control Center (AMOCC)—If established, it is the theater's single command and control layer for intratheater air mobility operations external to a joint task force. It provides centralized planning, tasking, scheduling, coordination, and command and control (C2) for assigned and attached intratheater airlift and air refueling forces in the geographic commander's AOR. The AMOCC integrates intertheater and intratheater air mobility operations to efficiently and effectively accomplish the

theater air mobility mission and enhance the goal of seamless global mobility. To further these objectives, it validates user requirements, determines force allocations, and provides deployable C2 teams.

ARFF Vehicle—A motorized vehicle that carries a quantity of water and fire extinguishing agent in affixed tanks. It must be equipped with a fire pump capable of discharging metered water and foam through one or more turrets, monitor nozzle, or deluge gun while the vehicle is in motion. These discharge devices may be electrically, hydraulically, or manually controlled.

Direct Liaison Authorized (DIRLAUTH)—That authority granted by a commander (any level) to a subordinate to directly consult or coordinate an action with a command or agency within or outside of the granting command. Direct liaison authorized is more applicable to planning than operations and always carries with it the requirement of keeping the commander granting direct liaison authorized informed. Direct liaison authorized is a coordination relationship, not an authority through which command may be exercised.

Landing Zone (LZ)—An airfield or prepared area designated for training or employment use.

Marking Pattern—A system of designations that differentiate between the various types of airfield markings used.

Maximum On Ground (MOG)—For purposes of this supplement, the greatest number of aircraft on the ground at any one time requiring simultaneous ARFF support. Other airfield constraints may further limit MOG (e.g., ramp/offload area).

Special Operations Low Level (SOLL)—USAFE may provide NVG trained C-130 crews capable of using procedures similar to SOLL aircrew. These C-130 aircrew are referred to as C-130 NVG airland.

Attachment 10 (Added)**USAFE AIRCRAFT RESCUE AND FIRE FIGHTING PROCEDURES**

A10.1. General. This attachment applies to fire protection policy and minimum ARFF requirements for USAFE-assigned or USAFE-gained fixed-wing aircraft at other than established US Air Force active flying installations. For further information on ARFF capabilities and standards, reference AFPAM 32-2004.

A10.2. Policy:

A10.2.1. The ARFF equipment and personnel listed in paragraph **A10.8.** or its equivalent in paragraph A1-7 must be available when USAFE aircraft operate at other than established USAF active and flying installations. Exceptions to this requirement for infrequent operations are authorized for:

A10.2.1.1. Not more than four C-130 or equivalent takeoffs and landings within 14 consecutive days. The nature of the C-130 mission may cause it to be scheduled through LZs or airfields with less than optimum conditions.

A10.2.2. The USAFE AMOCC and HQ USAFE/A7C will review AMOCC tasked airlift operations to ensure adequate ARFF is available. The USAFE AMOCC will inform the Air Forces Europe (AFEUR) Command Director when repositioning ARFF is required to bring airfield ARFF capability up to US Air Force standards. The AFEUR Command Director will source manpower and equipment to meet the requirement.

A10.2.3. The airlift user provides fire protection manpower and equipment at non-USAFE bases. If the airlift user cannot provide the minimum protection outlined in paragraphs **A10.7.** or **A10.8.**, the user can request support through USEUCOM or the AFEUR Command Director as appropriate (in this case, the user provides funding).

A10.3. Waivers:

A10.3.1. Waiver authority rests with HQ USAFE/A3. ARFF waiver authority is granted to the Director of Mobility Forces or Joint Force Air Component Commander for exercises and contingencies. When time does not permit formal waiver action, provide an after-action summary to the appropriate waiver authority. Submit information copies of all waivers and after-action summaries to AMOCC Plans and Operations (AMOCC/XOO) and Readiness Division (HQ USAFE/A7CX).

A10.3.2. Waiver requests must include the following:

A10.3.2.1. Dates and type of operation

A10.3.2.2. Type of aircraft involved

A10.3.2.3. MOG

A10.3.2.4. Description of available ARFF assets to include dedicated manpower and water/foam/chemical capabilities per ARFF vehicle

A10.3.2.5. Mission Impact Statement--Include appropriate remarks concerning unusual risk factors and/or facility conditions (**NOTE:** No waiver is required for the first aircraft in and the last aircraft out carrying ARFF equipment.)

A10.4. Unilateral Aircrew Training. Determine LZ or airfield ARFF requirements for unilateral aircrew training on a case-by-case basis. If the requirements of paragraphs **A10.6.**, **A10.7.** and **A10.8.** are not met, submit waiver requests according to paragraphs **A10.2.** and **A10.3.** In this case, include a description

of the LZ or airfield. Record the approval for LZ training operations on the appropriate LZ Survey (AF Form 3822), if applicable. The waiver approval remains in effect until the next required survey, unless the waiver influencing factors change, or become void, and/or the operation is extended.

A10.5. Aeromedical Evacuation. Technical Order 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*, paragraph 6-4, a-4/14 addresses concurrent refueling operations for aeromedical evacuations.

A10.6. Special Weapons. A minimum of one Air Force P-19 (or equivalent) is required when aircraft carrying special weapons land, onload, offload, start engines and take off.

A10.7. US Air Force ARFF Vehicle Capacities/Capabilities:

A10.7.1. Determine the suitability of a non-USAF vehicle as a substitute for a US Air Force ARFF vehicle by comparing the agent carrying and pumping capabilities with those listed below. Fire protection manpower assigned to non-US Air Force ARFF vehicles should be commensurate with the size and specific mission of the vehicle.

Table A10.1. Substitutions for US Air Force ARFF Vehicles.

Vehicle Type	Pump (GPM)	Water (Gals)	Foam (Gals)	Dry Chemicals	Air Transportation
P-23	2000	3300	500	500	C-5 Only
P-4	1200	1500	180	0	C-130
P-19	950	1000	130	500	C-130
P-20	N/A	60	2	400	C-130

A10.8. Aircraft Rescue and Fire Fighting Requirements:

A10.8.1. The ARFF requirements listed in [Table A10.2](#), are the bare minimum to attack aircraft fires and provide a rescue path in the initial stages. It provides limited capability to assist crewmember evacuation or sustained fire suppression operations. Aircrews should be aware of these limitations during contingency operations.

A10.8.2. Figure ARFF vehicle requirements at other than US Air Force active flying bases on the MOG. When aircraft types are mixed, base ARFF vehicle requirements on the largest requirement for a single type of aircraft. A P-4 or P-19 requires three fire fighters for a single-shift operation or six fire fighters for two-shift operations. Example: C-130 MOG of 6 requires three P-4/19 with 9 personnel for 12-hour operations or 18 personnel for 24-hour operations.

Table A10.2. Example

Typical for C-130 Aircraft			
C-130 MOG	1-3	4+	
P-4/P-19	2	3	

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