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SECRETARY OF THE AIR FORCE**

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Flying Operations

OPERATIONS SUPERVISION

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This instruction implements AFD 11-4, *Aviation Service*. It establishes the responsibilities, requirements, procedures and training for the supervision of flying operations. This instruction applies to all Air Combat Command (ACC), Air Education Training Command (AETC), Pacific Air Forces (PACAF), United States Air Forces in Europe (USAFE) (Air Combat assets only), Air National Guard (ANG) and Air Force Reserve Command (AFRC) flying units. This instruction does not apply to the United States Air Force (USAF) Aerial Demonstration Team (Thunderbirds), USAF Academy, Air Mobility Command (AMC), all -135 aircraft, E-4, and USAFE/AFRC/ANG Mobility assets i.e. (C-130, C-5, C-141, etc) to include the 156th PRANG. Send comments and suggested improvements to this publication on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/DOTO, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789. Maintain and dispose of all records created as a result of processes prescribed in this instruction according to AFMAN 37-139, *Records Disposition Schedule*.

(AETC) AFI 11-418, 1 March 2002, is supplemented as follows:

(AETC) Submit suggested improvements to this instruction on AF Form 847, **Recommendation for Change of Publication**, through local standardization/evaluation (stan/eval) channels to HQ AETC/DOF, 1 F Street Suite 2, Randolph AFB TX 78150-4325. Maintain and dispose of records created as a result of prescribed processes in accordance with AFMAN 37-139, *Records Disposition Schedule*. This supplement does not apply to Air National Guard and Air Force Reserve Command units.

SUMMARY OF REVISIONS

This change incorporates interim change (IC) 2002-1. There are administrative changes throughout. The instruction now applies to Unmanned Aerial Vehicles (UAVs) and United States Air Forces in Europe (USAFE) air combat units only, but does not apply to Air Mobility Command (AMC), USAF Academy,

all -135 aircraft, E-4, and USAFE/Air Force Reserve Command (AFRC)/Air National Guard (ANG) mobility assets. The SOF duty day is explained correctly. Reference to Air Logistic Center at San Antonio, TX (Kelly AFB) is deleted. Conference Hotel information is updated and E-8, RQ-1, T-6 Conference Hotel information is added. H-3 and C-27 is deleted. A bar (|) indicates revisions from the previous edition.

(AETC) This revision clarifies applicability to 479 FTG and 336 TRG (paragraph 1.); removes the OG/CC option of allowing flight commanders who have not been properly trained and certified to perform operations supervisor duties (paragraph 2.2.); adds Operations Supervisor location requirement for actual search-and-rescue operations (paragraph 3.); defines T-1, T-6, T-37, and T-38 aircraft as fighter aircraft for the purposes of Table 1. requirements (paragraph 3.); defines deployed operations (paragraph 3.1.6.); adds an OG/CC-appointed SOF program manager position with associated duties and responsibilities (paragraph 4.1.5. (Added)); adds a face-to-face interview with the OG/CC to the SOF certification process (paragraph 4.1.7. (Added)); adds several tasks to the opening SOF duties (paragraph 4.2.1.1. (Added)); adds requirement for SOFs to ensure ATIS reflects all relevant local flying information and that airborne aircrews are notified of status changes that may affect recovery fuel (paragraph 4.2.7.); adds several items to the list of operations supervisor duties in paragraph 4.3.; adds requirement for the SOF program manager to work with SOF liaison officers in each squadron (paragraph 4.5.8. (Added)); adds T-38 supervised solo requirements (paragraph 5.6.1); changes SOF currency to 45 days with new guidance added for recurrency (paragraph 13.); adds guidance to include aircraft and simulator sorties in all assigned aircraft to SOF training whenever practical (paragraph 14.6.); deletes requirement for flight commanders to attend an AETC training program; adds search-and-rescue operations to Table A2.1.; updates wind chill information to reflect current meteorological guidance (Attachment 7 (Added)); and updates AETC SOF telephone numbers (Attachment 8 (Added)). A bar (|) in the left margin indicates revision from the previous edition.

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1. General. The basic supervision structure for flying operations consists of the Operations Group Commander (OG/CC), the Supervisor of Flying (SOF) and the squadron supervisors, i.e., Operations Supervisor (Ops Sup) and Stand-by Duty Officer (SDO). The chain of supervision begins with the OG/CC, through the SOF, down to the individual squadron supervisors. Specific duties and responsibilities of each are defined later in this instruction. Paragraph 3. specifies the requirements for each position.

1. (AETC) General. For the 479 Flying Training Group (FTG), operations group commander (OG/CC) and wing commander (WG/CC) refer to the FTG/CC. For the 336 Training Group (TRG), OG/CC and WG/CC refer to the TRG/CC.

2. Operations Supervisors:

2.1. Supervisor of Flying (SOF). When on duty, the SOF is the direct representative of the OG/CC and is the focal point for command and control of flight operations. The SOF is a group-level position and is the OG/CC's representative over-seeing flight operations. Decision authority is delegated to this position to accomplish the mission.

NOTE: SOF is not required for rescue/tactical airlift/mobility/OSA/special operations.

2.1. (AETC) The 58 OG/CC, 97 OG/CC, 314 OG/CC, and 336 TRG/CC will determine if a wing supervisor of flying (SOF) is required. In these units, if a SOF is not used, either the operations supervisor (Ops Sup) or a duty officer will be on duty in the squadron to handle squadron-unique issues.

2.2. **Operations Supervisor (Ops Sup).** The squadron Ops Sup must be filled by the operations officer, assistant operations officers or senior flight commanders deemed qualified by the squadron commander and approved by the OG/CC. (**NOTE FOR ANG/AFRC:** OG/CC or Air Operations Officer (AOO) will determine requirements for Ops Sup and will determine the appropriate personnel to fill the Ops Sup position.) Squadron commanders can always fill the Ops Sup position, if available. During local flying operations, an Ops Sup will always be immediately available to the OG/CC, the SOF, command and control (C2) personnel or other supporting agencies to respond to any current operations issues requiring time-sensitive answers, decisions and/or actions.

2.2. (AETC) The Ops Sup is the focal point for decisions affecting all squadron flying operations and will ensure flying operations comply with all applicable directives. Before a flight commander assumes Ops Sup duties, the squadron commander will nominate the individual to the OG/CC in writing. The OG/CC will establish a training program for flight commanders selected for Ops Sup duties. Once training is complete, the OG/CC will certify the flight commander, in writing, before the individual can perform Ops Sup duties. When the number of aircraft involved is very small (less than five) and flights occur over a short duration, the OG/CC may, by exception, authorize combining the Ops Sup and the SOF.

2.3. **Stand-by Duty Officer (SDO).** The SDO is a qualified squadron member, designated by the squadron operations officer, who has the authority to make ops-related decisions and recommendations. The SDO is necessary when the squadron has on-going off-station operations. These operations include sorties that do not otherwise qualify as deployed sorties. When on duty, the SDO will be available to the OG/CC, the SOF, C2 personnel and other supporting agencies to respond to squadron operations issues.

3. Supervision of Flying Operations. All levels of flight operations may not require each supervisory position to be manned. A squadron-level supervisor is always required (Ops Sup/SDO), but other factors

enter into the decision if the group-level SOF position should be manned. (NOTE FOR ANG/AFRC: OG/CC or AOO will determine Ops Sup requirements). **Table 1.** outlines the minimum supervision requirements.

3. (AETC) Supervision of Flying Operations. Actual search-and-rescue operations require the Ops Sup location to be the squadron. *NOTE:* For **Table 1.**, consider T-1, T-6, T-37, and T-38 aircraft as fighter aircraft.

Table 1. Minimum Flying Unit Supervision Requirements.

Type of Operation	SOF Location	Ops Sup Location		SDO Location
	All Aircraft 1	Fighter	Non-fighter	All Aircraft
Daily Flying Ops	Duty Location ²	Squadron ³	Available ⁵	N/A
Reduced Flying Ops	N/R	Squadron ³	Available ⁵	N/A
On-Going Off-Station Sorties	N/R	N/R	N/R	Available ⁵
Out of Local Area Ops	N/R	Squadron ³ Available ⁶	Available ⁵	N/A
(Re)Deployment 4 A/C	N/R	Squadron ³	Available ⁵	N/A
(Re)Deployment ≥ 5 A/C	Duty Location ²	Squadron ³	Available ⁵	N/A
Deployed Operations	If required, Duty Location ⁴	Deployed Ops Facility ^{3, 4}	Available ^{4, 5}	N/A
Cross Country Dept/Return	N/R	Squadron ⁷ / Available ⁷	Available ⁵	N/A
Functional Check Flight (FCF)	N/R	Per unit supplement	Per unit supplement	N/A
Air Defense Scrambles	N/R	N/R	N/R	N/R

Notes:

1. SOF is not required for rescue/tactical airlift/mobility/OSA/special operations. ANG/AFRC may combine SOF and Ops Sup duties.
2. Duty location as directed by paragraph 10. and unit supplement.
3. The designated supervisor will be in the unit operations complex and can be immediately contacted/summoned by telephone, pager, radio or intercom.
4. For deployed operations, the detachment commander (DETCO) will coordinate with host base OG for supervision requirements. This may involve integrating into the host base SOF and/or Ops Sup program.
5. The designated supervisor can be immediately reached by telephone, pager or radio.
6. Extended operations out of local area requires the Ops Sup to be in the squadron until 45 minutes after departure and 45 minutes prior to arrival.
7. For cross-country departures, Note 3 applies. For cross-country recoveries, Note 5 applies.

3.1. **Types of Operations.** Classifying types/levels of flight activity is the basis for designating minimum supervision requirements. The definitions for types of operations that are used in **Table 1.** are:

3.1.1. **Daily Flying Operations.** Normal or surge operations at the unit's home station (this does not include other types of operations defined below).

3.1.2. **Reduced Flying Operations.** Operations, scheduled or unscheduled, that occur when majority of the unit is not flying. Under these conditions, OG/CC may direct that the group-level SOF position is not required.

3.1.3. **On-Going Off Station Sorties.** Missions/sorties that do not takeoff or land at home station.

3.1.4. **Out of Local Area Operations.** Missions that take off and land at home base but operate outside the local area for extended periods of time. These missions usually have primary emergency landing fields other than home base.

3.1.5. **Deployment/Re-deployment.** The departure from home station to another location or return to home station from another location.

3.1.6. **Deployed Operations.** Flight operations away from home station that are part of a deployment, exercise or contingency.

3.1.6. (AETC) Deployed operations are defined as five or more aircraft away from home station with the intent to accomplish multiple syllabus-directed sorties from the same location.

3.1.7. **Cross Country Departures>Returns.** Aircraft departing from or returning to home station for other than a deployment, exercise or contingency.

3.1.8. **Functional Check Flight (FCF).** Aircraft launched to ensure it is airworthy and capable of accomplishing its mission.

3.1.9. **Air Defense Scrambles.** Aircraft launched on a scramble order in an Air Defense/Defensive Counter Air role from an alert posture.

3.2. **Minimum Supervision Requirements.** These are outlined in [Table 1](#) for each type of operational requirement. The OG/CC may impose additional requirements depending on local circumstances.

4. Responsibilities of Supervisors:

4.1. OG/CC will:

NOTE: For the purposes of this instruction, the term operations group commander also refers to the designated representative.

NOTE FOR ANG/AFRC: OG/CC or AOO will:

4.1.1. Be responsible for the implementation, direction and execution of the SOF program.

4.1.2. During local flying, be immediately available to the SOF for consultation.

4.1.3. Ensure tenant flying units use host/tenant memorandum of agreement (MOA)/letter of agreement (LOA) to avoid duplication of effort, where appropriate.

4.1.4. Be the final approval authority for unit supplement to this instruction.

4.1.5. (Added-AETC) Appoint, in writing, a SOF program manager at the OGV level. Maintain the appointment memorandum in the program manager's training folder. **NOTE:** The OGV SOF program manager will be a current SOF.

4.1.6. (Added-AETC) Review the qualifications of all candidates before the candidates enter into the SOF program.

4.1.7. (Added-AETC) Certify the minimum number of SOFs necessary to safely accomplish the mission. Certification will include a face-to-face interview. Accomplish and document certification before the candidate performs SOF duty. Maintain the nomination and certification memorandum in the candidate's training folder.

4.1.8. (Added-AETC) (*Airlift, tanker, and special operations/rescue units only*) For units that have elected to not have a SOF, include guidance in unit supplements on which SOF functions in the basic instruction and this supplement need to be performed by other agencies or duty positions.

4.1.9. (Added-AETC) Ensure adequate means are employed to counter the adverse effects of temperature extremes on crewmembers for airlift, tanker, and special operations/rescue aircraft that require extended ground preparation.

4.2. SOF will:

4.2.1. Be on duty when required by **Table 1.** or when directed by the OG/CC.

4.2.1.1. (Added-AETC) Complete the SOF opening, changeover, and closing checklists. As a minimum, opening SOFs will:

4.2.1.1.1. (Added-AETC) Complete all squadron go/no-go checklist items before reporting to the tower.

4.2.1.1.2. (Added-AETC) Review and initial quarterly meeting minutes before reporting to the tower.

4.2.1.1.3. (Added-AETC) Adequately evaluate current and forecast weather conditions, to include current observations, forecasts, watches, warnings/advisories, and significant changes expected.

4.2.1.1.4. (Added-AETC) Verify status of home field runways, navigational facilities, and bird conditions.

4.2.1.1.5. (Added-AETC) Review notices to airmen (NOTAM).

4.2.1.1.6. (Added-AETC) Check communications to confirm the operability of hot lines and radios, etc.

4.2.1.1.7. (Added-AETC) Comply with all local reporting requirements regarding emergency aircraft.

4.2.1.2. (Added-AETC) Contact squadron Ops Sups and clarify any special requirements (initial solo, solo out-and-back, flight evaluations, air refueling, airdrops, etc.).

4.2.2. Be responsible to the OG/CC for monitoring and supervising all phases of unit flying operations and will provide advice, assistance and recommendations to aircrews, supervisors, command and control personnel and support agencies regarding the safe and efficient conduct of flight operations.

- 4.2.3. Remember that safety is the first priority. If safety is an issue, the SOF has the authority to direct appropriate actions, on behalf of the OG/CC, to correct/prevent unsafe situations. This includes the use of any and all resources to include radios, FM nets, telephone hot lines and all wing-flying operations on the ground or in the air.
- 4.2.4. Prior to the first launch, ensure the airfield status is suitable for safe operations in accordance with (IAW) Air Force, major command (MAJCOM) and local directives.
- 4.2.4. (AETC) For specialized undergraduate pilot training (SUPT), joint primary pilot training (JPPT), Euro-Nato joint jet pilot training (ENJJPT), and pilot instructor training (PIT), the SOF will establish a home and auxiliary field status (to include an alternate [if required]), 1 hour before the first scheduled launch.
- 4.2.5. During an emergency or an abnormal situation, provide aircrews with timely advice and assistance to determine a correct course of action to safely recover the aircraft.
- 4.2.5. (AETC) When required, designate an aircraft to fly chase. Refer to the checklist at [Attachment 2](#), basic publication, for additional information.
- 4.2.6. Be in a position to visually monitor the final approach and landing of in-flight emergency (IFE) aircraft. If unable, the SOF will direct another highly qualified aircrew member to be in position to monitor the landing and provide needed assistance or guidance. (**NOTE FOR ANG/AFRC:** Not required.)
- 4.2.7. Closely monitor the status of primary and emergency airfields and inform aircrews of changes that may affect flight operations.
- 4.2.7. (AETC) Additionally, closely monitor the status of the runways and navigational facilities serving the home field, auxiliary fields, ranges, drop zones, etc. Designate alternate airfields (if required). Notify local aircraft through the tower watch supervisor, Air Route Traffic Control Center (ARTCC), or Air National Guard (if necessary) of any status changes that may affect recovery fuel. Ensure Automatic Terminal Information Service (ATIS) reflects all relevant local flying information.
- 4.2.8. When deteriorating weather conditions affect flying operations, coordinate with wing agencies and utilize all available resources (i.e., weather, radar, tower personnel, pilot reports [PIREPs], etc.) to determine the best course of action for wing aircraft. This course of action could extend to departures and recoveries as well as divers. The SOF will determine suitability of, assign, and monitor weather alternates. When necessary to ensure safe flight operations, the SOF will coordinate with the air traffic control (ATC) watch supervisor or senior controller for runway changes.
- 4.2.9. (Added-AETC) Maintain a SOF log for recording significant actions and events.
- 4.2.10. (Added-AETC) Advise aircrews of extreme environmental temperatures and ensure flying activities comply with procedures governing operations under extreme heat and cold ([Attachment 6 \(Added\)](#) and [Attachment 7 \(Added\)](#)).
- 4.2.11. (Added-AETC) Take action to locate any overdue aircraft.
- 4.2.12. (Added-AETC) Brief the replacement SOF on the current situation. Do not change SOFs when an emergency is in progress.

4.3. Ops Sup will:

- 4.3.1. Be on duty when required by **Table 1**.
- 4.3.2. Be immediately available to assist the SOF.
- 4.3.3. When the SOF is not qualified in the distressed aircraft, be the primary source of technical assistance.
- 4.3.4. For multiple mission design series (MDS) squadrons and the SOF and Ops Sup are not qualified in the type of aircraft airborne, schedule a highly qualified crewmember to be immediately available for aircraft technical assistance.
- 4.3.5. Ensure the SOF is advised of any changes or deviations to the squadron's flying schedule.
- 4.3.6. (Added-AETC) Satisfy all crew rest requirements and be on duty 1 hour before first take-off. Duty day will not exceed 12 hours unless waived by the OG/CC.
- 4.3.7. (Added-AETC) Complete all squadron go/no-go checklist items.
- 4.3.8. (Added-AETC) Check weather, to include current observations, forecasts, watches, warnings/advisories, significant changes expected, and NOTAMs.
- 4.3.9. (Added-AETC) Ensure all flying-related information displayed at the operations counter (airfield and pattern status, barrier position [if applicable], takeoff and landing data [except airlift, special operations/rescue, and tanker units], index of thermal stress [ITS] and chill index, current and forecast weather data, and any other information deemed necessary for mission accomplishment), is current. Update SOF as required.
- 4.3.10. (Added-AETC) Ensure the SOF is familiar with any special requirements (initial solo, solo out-and-back, air refueling, airdrops, etc.) for that day.
- 4.3.11. (Added-AETC) Notify the runway supervisory unit (RSU) of special flying requirements (for example, initial solos, Commanders Awareness Program students, solo out-and-back, flight evaluations, etc.).
- 4.3.12. (Added-AETC) Monitor SOF radio frequency.
- 4.3.13. (Added-AETC) Verify scheduled aircrews have accomplished all required currency items. Additionally, ensure currency of those scheduled to perform all currency-based ground duties (RSU, SOF, etc.).
- 4.3.14. (Added-AETC) In conjunction with the aircrew, deconflict entry and exit times on all local area low-level routes. Use all available resources (such as Avian Hazard Advisory System [AHAS] and bird avoidance model [BAM]) to minimize the risk of bird strikes to low-level aircrew.

4.4. SDO will:

- 4.4.1. Be on duty when required by **Table 1**.
- 4.4.2. Be available by telecon or radio to respond to any current operational issues requiring time-sensitive answers, decisions and/or actions.
- 4.4.3. Ensure the SOF is advised of any changes or deviations to the squadron's flying schedule.

4.5. (Added-AETC) SOF program manager will:

- 4.5.1. (Added-AETC) Determine and maintain the minimum number of individuals required to safely accomplish SOF duties. As a minimum, this calculation will include the length of the daily flying window, number of tours per day, number of tours per type aircraft/squadron, equitable distribution of tours, and currency requirements.
 - 4.5.2. (Added-AETC) Maintain SOF currency.
 - 4.5.3. (Added-AETC) Answer directly to the OG/CC for training, certification, scheduling, execution, and maintenance of the program.
 - 4.5.4. (Added-AETC) Verify SOF candidates complete all required training and receive OG/CC certification before performing SOF duties.
 - 4.5.5. (Added-AETC) Develop and administer the SOF qualification test. This is a controlled test of at least 25 questions. Annually review and update (as needed) the SOF qualification test.
 - 4.5.6. (Added-AETC) Conduct quarterly SOF meetings. Develop a process to ensure all absentees review the meeting minutes before reporting to the tower for SOF duty.
 - 4.5.7. (Added-AETC) Implement and maintain a SOF information/read file. Develop a process to ensure all SOFs review the information/read file before performing SOF duty.
 - 4.5.8. (Added-AETC) Designate primary and alternate SOF liaison officers in each squadron.
- 4.6. (Added-AETC) SOF liaison officers will:
- 4.6.1. (Added-AETC) Ensure all SOF upgrade tours are conducted under the supervision of an experienced SOF. **NOTE:** Experienced SOFs must have 6 months of SOF experience (or have accomplished 10 tours) in the current duty assignment
 - 4.6.2. (Added-AETC) Perform duties assigned by the SOF program manager.

5. Responsibilities of Other Key Unit Personnel:

- 5.1. Wing/unit commanders are responsible for an effective SOF program for all assigned and attached units and ensure other group commanders support the OG/CC when and where needed in order to execute an effective program.
- 5.2. Support group commanders are responsible for the maintenance, upgrade and repair of the applicable SOF facilities/equipment.
- 5.3. Logistics group commanders are responsible for maintenance, upgrade and repair of the SOF vehicle.
- 5.4. Squadron commanders ensure an Ops Sup/SDO is on duty when required by [Table 1](#).
- 5.4. (AETC) Squadron commanders will nominate the minimum number of SOF candidates necessary to safely accomplish the mission.
- 5.5. Command post is responsible for tracking all wing flying activities, both on station and off. Functions as the central source for information during an emergency.

NOTE FOR ANG/AFRC: Single squadron units and units with minimal command post full-time manning may establish procedures for unit SOF and duty desk personnel to track flying activities and be the central source for information during an emergency.

5.6. (Added-AETC) As required by AETCI 11-204, *Runway Supervisory Unit (RSU) Operations*, the RSU controller (SUPT only) and crew closely supervise solo student operations and ensure safe and efficient traffic pattern operations. RSU controllers provide senior supervisors with an additional quality check of traffic patterns and landings. They work directly with the SOF to resolve emergency situations safely. Refer to AETCI 11-204, Table 2.1, for guidance on T-38 supervised solo out-and-backs.

5.7. (Added-AETC) During flying operations, the squadron duty desk is the focal point for information and scheduling execution. Operations resource management specialists (or other knowledgeable personnel) certified in duty desk procedures by the squadron operations officer will occupy the desk as specified in the local supplement. **Attachment 8 (Added)** lists SOF telephone numbers for AETC bases. **Attachment 9 (Added)** lists typical squadron duty desk equipment.

5.8. (Added-AETC) The flight commander is the first echelon of command responsible for safely and efficiently scheduling people, missions, and aircraft. The flight commander must know the capabilities and experience levels of all flight members and ensure they fly the right mission at the right time according to the current syllabus and applicable directives. Safety must remain paramount in the flight commander's mind. Flight commanders will also keep the Ops Sup informed of the training plan and any changes.

5.9. (Added-AETC) Each wing will develop and execute a flight commander training program. Flight commanders must receive this training before assuming flight commander duties. See **Attachment 10 (Added)** for the minimum requirements of the flight commander training program. OG/CC should tailor the program to meet individual unit requirements.

6. Handling of In-Flight Emergencies:

6.1. The primary objective during an abnormal/emergency situation is the safe recovery of the aircrew and aircraft. When establishing procedures, units will consider:

6.1.1. Providing a single, discrete frequency for recovering an emergency aircraft. ATC and the emergency aircrew should determine when to use a single frequency approach (SFA). The SOF will have access to the SFA and should be available to crash/fire/rescue personnel to monitor the recovery.

6.1.1. (AETC) In-flight emergency (IFE) aircrews recovering to an RSU-controlled runway will switch to the RSU frequency according to local procedures.

6.1.2. Using the command post, or other capable agency, to notify all appropriate agencies and key personnel of an IFE and provide situation updates, allowing the SOF to devote full attention to the emergency.

6.1.2. (AETC) At the first opportunity, units will notify the OG/CC of the situation and the radio frequency to be used in the aircraft recovery.

6.1.3. Prioritizing actions during concurrent emergencies/abnormal situations.

6.1.4. Authorizing direct communications (over discreet SOF or squadron common frequency) from the Ops Sup/SDO to an IFE aircrew, if not qualified in the distressed aircraft. Time permitting, the SOF may also direct the Ops Sup or other highly qualified individual to report to the SOF's duty location during an abnormal situation/recovery. Only ATC personnel may authorize direct communication over ATC frequencies, including the SFA frequency. However, this does not

preclude the SOF from using whatever communication necessary, to include GUARD and SFA, to prevent an unsafe situation that could immediately jeopardize safe recovery.

6.1.5. That only the on-scene commander, normally the fire chief, can terminate an emergency.

6.1.6. That the final decision during any IFE/abnormal situation rests with the aircraft commander. However, the SOF may declare an IFE for any aircraft based on his/her knowledge of the aircraft and the flight and airfield environment.

7. CONFERENCE HOTEL Aircraft Specific Procedures:

NOTE:

CONFERENCE HOTEL is now the standard terminology for depot/contractor assistance. CONFERENCE X-RAY, ROUNDTABLE and SKYHOOK are no longer applicable.

7.1. These procedures make aircraft specialists accessible to the SOF/aircrew when in-flight situations pose systems-related questions that cannot be answered at the local level. See [Attachment 4](#) for specific MDS procedures.

7.2. [Table A4.1](#). shows the different MDSs and the MDS-specific reference paragraphs.

8. SOF/ATC Relationship:

8.1. The relationship between supervisors and ATC must be based on professionalism, trust and teamwork. SOFs represent the OG/CC for the conduct of safe flight operations and mission accomplishment.

8.2. The separation and sequencing of traffic are the responsibilities of the watch supervisors and controllers. Unless safety is an issue, the SOF will work directly with the watch supervisor. To promote effective and efficient flight operations, the SOF may suggest, based on knowledge of the flying schedule and unique circumstances of individual missions, actions that affect ATC concerns or desires.

8.3. Except in an emergency, the SOF will not transmit over ATC frequencies without prior coordination with ATC (this does not apply to dedicated SOF frequencies). All radio transmissions to a distressed aircrew, from other than the SOF or ATC, will be coordinated through the SOF.

9. Duty Hours:

9.1. Prior to beginning supervisory duties, the SOF will meet crew rest requirements as directed by AFI 11-202V3, *General Flight Rules*, as supplemented.

9.2. Maximum duty day for SOF is 12 hours. Waiver authority for SOF duty day is OG/CC.

9.3. The SOF will be on duty in sufficient time to complete required duties in paragraph [4.2](#). and will be in the primary duty location 30 minutes prior to first scheduled takeoff and remain on duty until the last aircraft is shut down.

10. SOF Duty Location:

10.1. The OG/CC will designate primary and alternate SOF duty locations. As a minimum, they must have adequate communication equipment and the capability to monitor weather conditions. It is desirable to have a SOF duty position from which ground operations, takeoffs, landings and local traffic

patterns can be observed. The designated locations must provide the SOF with timely access to a SOF vehicle and the airfield when required.

10.2. The primary SOF location for active fighter units will be in the control tower. See paragraph 16. for ANG/AFRC and smaller than wing-sized units. All SOF duty locations need a OG/CC waiver except:

10.2. (AETC) The primary SOF duty location for SUPT, ENJJPT, PIT (*EXCEPTION: T-1 PIT*), and fighter training is the tower. If the SOF is not in the primary duty location, he or she must be available to the OG/CC via handheld radio or cellular phone.

10.2.1. The control tower

10.2.2. The SOF vehicle on the airfield

10.2.3. The runway monitoring unit (RMU)/runway supervisory unit (RSU)

10.2.4. The unit dispatch desk

10.2.5. The command post

11. SOF Equipment:

11.1. The communication equipment must be functional and immediately available to the SOF and include:

11.1.1. A dedicated multi-frequency radio (UHF, VHF and/or HF, as appropriate) to contact airborne aircraft.

11.1.1. (AETC) For the primary SOF positions located in the tower, the radio will have the capability to be recorded. The SOF will have the capability to monitor ground, tower, and guard frequencies.

11.1.2. A telephone (land-line or cellular telephone)/FM radio to contact the OG/CC, command post, Ops Sups/SDOs, weather facility and ATC watch supervisors. Dedicated phone lines (hot-lines) are preferred.

11.1.2. (AETC) In addition, all primary SOF locations will have telephone hot lines to the OG/CC, home field RSUs (if applicable), auxiliary field RSUs as specified in AETCI 11-204 (if applicable), base operations, and applicable air traffic control facilities (as determined by the OG/CC).

11.1.3. The minimum equipment for the SOF to communicate with airborne aircraft and the command and control network and monitor ATC.

11.1.4. (Added-AETC) At least one Class A telephone line.

11.1.5. (Added-AETC) A handheld radio (brick).

11.2. An appropriate local weather dissemination system will be available.

11.2. (AETC) The weather dissemination system must have the capability to access weather radar information and local weather products.

11.3. Units are required to have a dedicated SOF vehicle immediately available to the SOF and positioned to respond to emergencies, perform airfield inspections and other official purposes. This vehi-

cle must have a flight line clearance and be equipped with a multi-channel radio capable of contacting unit aircraft and local controllers.

11.3. (AETC) The SOF vehicle will also have a radio to monitor emergency aircraft.

11.4. Locally developed checklists will be used outlining procedures for normal and emergency procedures. The required SOF checklists are listed in [Attachment 2](#).

11.5. SOF dedicated binoculars will be immediately available to the SOF when in the control tower, RSU/RMU or SOF vehicle.

11.6. At the discretion of the OG/CC, the SOF will have access to such items as applicable directives/instructions, aircraft T.O.s, checklists, in-flight guides, SOF read/information file, etc. If the SOF repositions to an alternate location, minimum essential equipment will be available (pre-positioned or transported).

11.6. (AETC) Publications (AFI 11-2MDS-specific volume 3s and AFI 11-202, Volume 3, *General Flight Rules*) and aircraft technical orders for each type of aircraft flown in the wing or group will be available to the SOF. Additional requirements will be at the discretion of the OG/CC.

11.7. (Added-AETC) A SOF information/read file will be maintained.

12. SOF Qualifications:

12.1. All SOF nominees will be experienced, rated officers with proven maturity, judgment and supervisory ability. They must be combat mission ready (CMR)/basic mission capable (BMC) in a unit aircraft and medically qualified to fly. NOTE: Duties not to include flying (DNIF) crewmembers may perform SOF duties when specifically cleared by a flight surgeon (FS).

12.2. All SOFs will complete the SOF qualification/upgrade program.

13. SOF Currency/Recurrency. The currency for SOF duties is 90 days (**ANG/AFRC:** 180 days; **AETC ANG/Reserve Associate Instructor Pilots:** 90 days). Individual squadrons will track SOF currencies (Air Force Operations Resource Management System [AFORMS] preferred). To regain currency, as a minimum, accomplish a 1-hour supervised tour with a current and qualified SOF.

13. (AETC) SOF Currency/Recurrency. Within AETC, the currency for SOF duty (including Reserve IPs) is 45 days.

13.1. (Added-AETC) If 45 days pass without performance of SOF duty, the SOF will undergo refresher training to include a review of the appropriate publications and a 1-hour on-the-job training tour under the supervision of a current and qualified SOF.

13.1.1. (Added-AETC) The training folder will reflect the reason for loss of currency and the date of requalification.

13.1.2. (Added-AETC) Both the current and noncurrent SOF will log the tour.

13.2. (Added-AETC) If 90 days pass without performance of SOF duties, the SOF will undergo refresher training to include a review of the appropriate publications; at least two, 2-hour OJT tours under the supervision of a current and qualified SOF; successful completion of a 25-question written test; and compliance with paragraphs [13.1.1. \(Added\)](#) and [13.1.2. \(Added\)](#).

13.3. (Added-AETC) The squadron commander will review each instance of currency loss resulting in refresher training. The OG/CC will review and document the circumstances for individuals who exceed 60-day currency. If a SOF exceeds the 45-day currency requirements on two separate occasions, the OG/CC will review the circumstances to determine if removal from the SOF program is warranted.

14. SOF Upgrade Program:

14.1. Squadron commanders will nominate SOF candidates. The OG/CC will screen and review qualifications of all candidates before entry into the upgrade program.

14.1. (AETC) Squadron commanders will nominate the minimum number of SOF candidates necessary to safely accomplish the mission. Letter of Xs will reflect this qualification.

14.2. All SOF candidates will receive an interview and briefing from the OG/CC on responsibilities, personal philosophy and expectations.

14.3. All upgrading SOFs will become familiar with airfield procedures, primary and alternate duty locations, equipment and local support agencies. The upgrade program will emphasize operating procedures and support provided, specifically capabilities and limitations. Upgrade programs will include:

14.3.1. Weather (to include forecaster duties/priorities) information.

14.3.2. Approach control information.

14.3.3. Tower operation.

14.3.4. Crash/fire/rescue operation.

14.3.5. Explosive ordnance disposal (EOD) operation.

14.3.6. Base ops operation.

14.3.7. Command post operation.

14.4. For previously qualified SOFs, the OG/CC may waive applicable upgrade requirements.

14.4. (AETC) All SOF candidates, regardless of previous experience or qualification, will complete the initial qualification syllabus outlined in this supplement. OG/CC waiver requests will be considered on a case-by-case basis.

14.5. The upgrading SOF will accomplish two supervised upgrade tours of two hours a piece (minimum of 4 hours of training time) with a current and qualified SOF. The upgradee will act as primary SOF on his/her second upgrade tour (previously qualified SOFs require only this tour). These tours must include the following:

14.5. (AETC) An experienced SOF will supervise the candidate for a minimum of three, 3-hour periods to include an opening, midday, and closing tour. When practical, the SOF program manager will schedule two of the three tours with experienced SOFs from dissimilar base-assigned aircraft, as applicable. The OG/CC may certify the candidate to perform day-only SOF duties upon completing the third tour. The squadron Letter of Xs will be updated to reflect this restricted qualification. For night qualification, accomplish a fourth tour with a minimum of 1 hour and 30 minutes occurring after official sunset. Upon completion of the night tour, remove the day-only SOF restriction from the Letter of Xs.

- 14.5.1. Operation of all SOF equipment/radios.
- 14.5.2. Contact procedures for aircraft and support agencies.
- 14.5.3. A review of publications and directives available to the SOF.
- 14.5.4. Operation of SOF vehicle (requires a flight line permit/license).
- 14.5.5. A familiarity tour of the airfield and discussion of frequently used travel routes.
- 14.5.6. When acting as primary SOF, the upgradee will successfully handle an IFE (actual or simulated).
- 14.5.7. (Added-AETC) Procedures required during normal and emergency operations, such as status changes, weather recalls, changing weather conditions, opposite direction runway/barrier procedures, etc.

14.6. All upgrading SOFs will become familiar with the performance aspects and characteristics of all base assigned aircraft.

14.6. (AETC) When practical, training should include simulators and orientation flights in all base-assigned aircraft.

14.7. Upgrading SOFs will accomplish an initial written examination containing a minimum of 25 questions on SOF duties, procedures and responsibilities. Minimum passing grade is 85 percent correctable to 100 percent.

14.8. The OG/CC will review upgrade training records and certify upgradees for SOF duties.

15. SOF Continuation Training (CT):

15.1. Semi-annual SOF meetings are the usual means to accomplish CT. CCs will be involved in developing meeting agendas and all qualified SOFs are expected to attend. If unable to attend, SOFs will review meeting minutes.

15.1. (AETC) The SOF program manager will conduct quarterly SOF meetings and develop a process to ensure all absentees review meeting minutes before reporting to the tower for SOF duty.

15.2. Annually, all SOFs are required to review applicable SOF directives/guidance and receive a briefing from the OG/CC on responsibilities, expectations and commander perspective.

16. Provisions for Smaller Than Wing-Sized Units. The provisions of this paragraph apply to units not directly associated with a typical wing (i.e., geographically separated units/squadrons, detachments, etc.).

16.1. If a unit operates from a location with another organization (i.e., tenant unit), integration into host unit supervisory program should be attempted if operations are compatible. These procedures will be implemented through LOAs/MOAs.

16.2. In these smaller units, supervisory positions are limited based on unit authorizations. At the discretion of the OG/CC (or equivalent), more than one supervisory position may be covered by a single supervisor. However, the responsibilities of the SOF position take priority over all other duties. In these circumstances, establish procedures for others to assist with SOF and ops sup duties/responsibilities if required.

17. SOF Program Administration:

17.1. The OG/CC will designate an OPR for the administration of the program.

17.1. (AETC) The OG/CC will appoint, in writing, a SOF program manager at the OGV level as the SOF OPR (see paragraph 4.5. (Added) of this supplement for duties).

17.2. The OPR will:

17.2.1. Develop and administer the SOF initial training program.

17.2.2. Develop and administer the SOF qualification test. This is a controlled test of at least 25 questions. It will be updated/reviewed annually.

17.2.3. Retain all initial qualification and continuation training records IAW AFMAN 37-139.

17.2.4. Monitor SOF currencies and continuation training requirements (AFORMS preferred).

17.2.5. Schedule semiannual SOF meetings.

17.2.5. (AETC) The SOF program manager will schedule and conduct quarterly SOF meetings. Attendees will include all SOFs, applicable air traffic control representatives, the chief of wing safety, a representative from base weather, the fire chief, and other members as determined by the OG/CC and outlined in the local supplement. The agenda will include a review of procedures and recent situations and emergencies. If available, the SOF program manager will use tapes of recent emergencies to stimulate discussion.

17.2.6. Publish SOF meeting minutes for review by SOFs and other supervisors unable to attend.

17.2.7. Develop normal and emergency SOF checklists and review/update annually.

17.2.8. Update the SOF publications as required.

17.2.9. Be primarily responsible for developing the group supplement to this instruction.

18. Unit Supplement:

18. (AETC) Unit Supplement. Do not supplement this paragraph to provide local procedures; instead, supplement the “functional” paragraphs that address the items listed. Forward unit supplements through stan/eval channels to HQ AETC/DOFV for review after publication.

18.1. Each wing/group will supplement this instruction to expand upon basic guidance and incorporate local procedures. Unit guidance cannot be less restrictive than the basic instruction except where specifically permitted. The unit supplement should establish or detail the following items as required:

18.1.1. The unit organization with responsibility for administering the SOF program.

18.1.2. The primary and alternate SOF locations.

18.1.3. Supervision requirements and duty locations for FCFs.

18.1.4. The use (if any), review and maintenance of an SOF Read File(s).

18.1.5. (ANG/AFRC units) Who, other than the wing/CC or OG/CC, can cancel flying?

18.1.6. Local procedures/checklists for SOFs.

18.1.7. Procedures for deployed units to integrate into unit supervision structure.

18.1.8. Procedures (beeper, phone, radio, etc.) for unit command and control personnel to contact unit supervision during flying operations.

18.1.9. Local CONFERENCE HOTEL procedures.

18.1.10. Procedures for documenting and correcting SOF program and equipment deficiencies.

18.1.11. Ops Sup/SDO qualifications, currencies, upgrade programs, crew rest and maximum duty period (if any).

19. Waivers. The operations group commander, unless otherwise stated, is the waiver authority for this instruction. Waivers may be issued for a maximum of 1 year or until this instruction is superseded, whichever occurs first. Forward a copy of any waivers to the numbered air force director of operations (NAF/DO) and the MAJCOM/DOT (or the equivalent). ANG/AFRC units will forward a copy to the active duty NAF/DO with oversight responsibility. ANG units will forward a copy to HQ ACC/XOG.

19. (AETC) Waivers. The SOF program manager will maintain waivers for 1 year. At that time, the waiver expires or must be reissued by the OG/CC. Forward a copy of all waivers to 19 AF/DO and HQ AETC/DOFV.

20. (Added-AETC) Forms Adopted. AF Form 847.

MARVIN R. ESMOND, Lt General, USAF
DCS, Air and Space Operations

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

AFPD 11-4, *Aviation Service*

AFI 11-202V3, *General Flight Rules*

Abbreviations and Acronyms

ACC—Air Combat Command

AETC—Air Education Training Command

AFB—Air Force Base

AFORMS—Air Force Operations Resource Management System

AFI—Air Force Instruction

AFRC—Air Force Reserve Command

ALC—Air Logistics Center

ANG—Air National Guard

AOO—Air operations officer

ATC—Air traffic control

BMC—Basic Mission Capable

CC—Commander

CMR—Combat Mission Ready

CONUS—Continental United States

CT—Continuation training

DETCO—Detachment commander

DNIF—Duties not to include flying

DSN—Defense switching network

EOD—Explosive ordnance disposal

FCF—Functional check flight

FCIF—Flight crew information file

FM—Frequency modulation

FOUO—For official use only

FS—Flight surgeon

HF—High frequency

IAW—In accordance with
IFE—In-flight emergency
LOA—Letter of agreement
MAJCOM—Major command
MDS—Mission design series
MOA—Memorandum of agreement
N/A—Not applicable
NAF—Numbered air force
NAVAIDS—Navigational aids
NGB—National Guard Bureau
NLT—Not later than
N/R—Not required
NOTAMS—Notices to airmen
OG—Operations group
OG/CC—Operations group commander
OPR—Office of primary responsibility
Ops Sup—Operations supervisor
OSA—Operational Support Airlift
PACAF—Pacific Air Forces
PIREP—Pilot report
POC—Point of contact
RCR—Runway condition reading
RMU—Runway monitoring unit
RSU—Runway supervisory unit
SDO—Stand-by Duty Officer
SFA—Single frequency approach
SOF—Supervisor of flying
SPO—System program office
T.O.—Tech order
UHF—Ultra high frequency
USAF—United States Air Force
USAFE—United States Air Forces in Europe

VHF—Very high frequency

WG—Wing

WG/CC—Wing commander

Addresses

HQ ACC/XOFT

205 Dodd Blvd, Suite 101

Langley AFB VA 23665-2789

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

AETCI 11-204, *Runway Supervisory Unit (RSU) Operations*

AFMAN 37-139, *Records Disposition Schedule*

Abbreviations and Acronyms

AHAS—Avian Hazard Advisory System

ARTCC—Air Route Traffic Control Center

ATIS—Automatic Terminal Information Service

BAM—bird avoidance model

ENJJPT—Euro-NATO joint jet pilot training

FTG—flying training group

IMSO—international military student management officer

ITS—index of thermal stress

JPPT—joint primary pilot training

PIT—pilot instructor training

SUPT—specialized undergraduate pilot training

TDY—temporary duty

TRG—training group

Attachment 2

SOF PROCEDURAL/EMERGENCY CHECKLIST

A2.1. Procedural Checklist. The SOF will have available a procedural checklist that includes detailed instructions for the following (if applicable):

Table A2.1. SOF Procedural/Emergency Checklist.

Item Number	Item
1	Opening
2	SOF changeover
3	Closing
4	OG/CC notification
5	Aircraft emergency
6	Barrier engagement
7	Emergency divert
8	Weather recall
9	Change of runway
10	Runway closure
11	Anti-hijack
12	Communications search
13	Aircraft dispersal
14	Controlled bailout
15	Hung ordnance
16	Bird condition
17	Controlled jettison
18	Hydrazine spill/exposure
19	Hot brakes
20	Aircraft crash
21	Alert force exercise/scramble (if applicable)
22	Contractor/depot emergency telephone numbers
23	Telephone numbers for applicable regional SOFs
24	Telephone numbers for local FAA flight service, local terminal radar facility, and other local control towers/SOFs

A2.1. (AETC) Include the following items to **Table A2.1.**, basic publication:

A2.1.1. (Added-AETC) Item Number 7. Also include “weather divert.”

A2.1.2. (Added-AETC) Item Number 12. Also include “aircraft accountability.”

A2.1.3. (Added-AETC) Item Number 14. Also include “precautionary landing (helicopter operations).

A2.1.4. (Added-AETC) Item Number 25. (Added) Electrical failure/alternate SOF contingency plan.

A2.1.5. (Added-AETC) Item Number 26. (Added) Chase aircraft procedures for aircraft emergencies (if applicable).

A2.1.6. (Added-AETC) Item Number 27. (Added) Search and rescue operations.

Attachment 3

SUPERVISOR OF FLYING CHECKLIST GUIDE

A3.1. Normal Procedures. NOTE: This checklist is an example of a normal checklist. Actual local checklist contents are at the discretion of the unit commander.

A3.1.1. Report to duty location 30 minutes prior to first scheduled takeoff.

A3.1.2. Review and sign off FCIF/SOF read file.

A3.1.3. Review daily flying schedule.

A3.1.4. Ensure all ramps, taxiways, runways and appropriate areas are inspected before the first flight of the day (visual inspection by the SOF is not required if airfield management has performed the inspection).

A3.1.5. Inspect SOF kit/equipment for currency/operation.

A3.1.6. Obtain current information on:

A3.1.6.1. Weather:

A3.1.6.1.1. Local

A3.1.6.1.2. Divert bases

A3.1.6.1.3. Operating areas/ranges

A3.1.6.1.4. Low-level routes

A3.1.6.2. Airfield Status (Local and Divert Bases):

A3.1.6.2.1. Active runway

A3.1.6.2.2. Barriers

A3.1.6.2.3. RCR

A3.1.6.2.4. NOTAMs

A3.1.6.2.5. Navigational aids (NAVAIDs)

A3.1.6.2.6. Airfield lighting

A3.1.6.2.7. Bird activity

A3.1.6.2.8. Emergency response vehicle status

A3.1.7. Brief the OG/CC or his designated representative on the airfield status, weather conditions, divert bases, unusual events and the daily flying schedule.

Attachment 4

CONFERENCE HOTEL PROCEDURES

A4.1. CONFERENCE HOTEL Procedures. CONFERENCE HOTEL procedures have been established so expert technical advice is available to an aircrew, SOF or other supervisor to assist in the recovery of a serious in-flight emergency. These procedures can put the OG/CC, SOF or ops supervisor directly in contact with a representative from Air Logistics Center (ALC) or the contractor.

A4.1. (AETC) During local flying, the command post will assist the SOF as necessary to coordinate emergency response and facilitate CONFERENCE HOTEL conference calls.

A4.2. Emergency Assistance Numbers. The following contractor or ALC numbers provide a link to the most knowledgeable maintenance/engineering personnel for each weapons system. The SOF or other flying supervisor should not hesitate to call the emergency assistance number. Once the terms "placing a CONFERENCE HOTEL call" is expressed, the person receiving the call will put the SOF in contact with the appropriate experts.

A4.3. Call Initiation. To initiate this call, the following information should be provided by the caller:

A4.3.1. Indicate you are initiating a (simulated/actual) CONFERENCE HOTEL call for a serious in-flight emergency.

A4.3.2. Caller's name/telephone number/base.

A4.3.3. Type aircraft.

A4.3.4. Nature of problem. In all cases, stress to the person(s) contacted that the problem involves an AIRBORNE EMERGENCY and technical assistance is required.

A4.4. Air Logistics Centers and Their Locations:

A4.4.1. **OC-ALC** --Oklahoma City, OK (Tinker AFB)

A4.4.2. **OO-ALC** --Ogden, UT (Hill AFB)

A4.4.3. **SM-ALC** --Sacramento, CA (McClellan AFB)

A4.4.4. **WR-ALC** --Warner Robins, GA (Robins AFB)

A4.5. Specific Aircraft Paragraphs. See [Table A4.1](#) for MDS-specific CONFERENCE HOTEL reference paragraphs.

Table A4.1. MDS-Specific CONFERENCE HOTEL Reference Paragraphs.

MDS	Para	MDS	Para	MDS	Para
A/OA-10	A4.5.1.	C-141	A4.5.11.	KC-10	A4.5.21.
B-1	A4.5.2.	E-3	A4.5.12.	KC-135	A4.5.22.
B-2	A4.5.3.	E-4	A4.5.13.	RC-135	A4.5.23.
B-52	A4.5.4.	E-8	A4.5.14.	RQ-1	A4.5.24.
C-5	A4.5.5.	EC-135	A4.5.15.	T-1	A4.5.25.
C-9	A4.5.6.	F-4/RF-4/QF-4	A4.5.16.	T-6	A4.5.26.
C-12	A4.5.7.	F-15 (all variants)	A4.5.17.	T-37	A4.5.27.
C-17	A4.5.8.	F-16	A4.5.18.	T/AT-38	A4.5.28.
C-21	A4.5.9.	F-117	A4.5.19.	T-43	A4.5.29.
C-130 (all variants)	A4.5.10.	Helicopters	A4.5.20.	U-2	A4.5.30

A4.5.1. A-10/OA-10:

(Actual emergencies only)

24 HOURS. Call Hill AFB Command Post at DSN 777-3007. Commercial (801)777-3007 ask for a phone patch to A-10 Conference Hotel POCs.

POCs:

Mr Frank Garcia

Mr Don Frogner

(Inquiries and simulated emergencies)

Mr Frank Garcia, DSN 777-6165, Commercial (801) 777-6165

Mr Don Frogner, DSN 586-0592, Commercial (801) 586-0592

A4.5.2. B-1:

24 HOURS: Call Boeing Reliability and Maintainability Center (RAMC) at:

DUTY HOURS: DSN: 336-3334

NON-DUTY HOURS: COMMERCIAL: (405) 869-6050

A4.5.3. B-2:

24 HOURS: Call B-2 Support Center at:

COMMERCIAL: (661) 266-5700

Red Phone: 43095

A4.5.4. B-52:

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.5. C-5:

Lockheed Martin:

(FOUO) W. W. Sullins Office: (770) 494-2458 Home: (770) 386-8249 Pager: 1-877-970-1229,
Cell Phone: 1-678-438-1194

(FOUO) M. T. Altomare Office: (770) 494-2552 Home: (770) 425-5376 Pager: 1-877-539-0642

WR-ALC:

Primary: Col, Frank M. Bruno DSN 497-4432

Alternate: Mr. John A. Fatkin DSN 497-4432

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

A4.5.6. **C-9:**

Raytheon:

(FOUO) Mr. Dave Williams (Duty hours: DSN 576-6282 COMM (618) 256-6282.

Pager 1-800-946-4646 Pin#1480284

Non-Duty Hours via Job Control DSN 576-2331 Scott Command Post: DSN 576-5891 COMM (618) 256-5891

OC-ALC/LKRE

Primary: (FOUO) Jeffery Blosser (Lead C-9 Engineer) DSN 884-1352/1357 COMM (405) 734-1352/1357 CELL (405) 850-7490

Alternate: (FOUO) Sharon Davis (C-9 Program Manager), DSN 884-1375 COMM (405) 734-1375

Non-Duty hours: Tinker Command Post, DSN 339-2171 COMM (405) 739-2171
C-9 Program Manager CELL (405) 850-7301/7565

A4.5.7. **C-12:**

DUTY HOURS: Call Raytheon, Madison, MS at (601) 856-2274

POCs: Mr Rick Herzig, ext 561

Mr Ron Paschal, ext 231

NON-DUTY HOURS: Ask for a phone-patch to the POC's home

A4.5.8. **C-17:**

Boeing: (562) 384-3800 or (562) 384-3802

WR-ALC

Primary: LtC Paul A. Dunbar DSN 926-5411

Alternate: Mr. David Silva DSN 926-5411

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

A4.5.9. **C-21:**

Raytheon, Madison, MS: (601) 607-6650/6274

POC: Mr Pat Ray

Non-duty hours: Ask for a phone patch to the POC's home

Alternate Number: 1-888-278-8326

OC-ALC/LKRE

DSN 884-1360/1346, comm. 405-734-1360

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171
(ask for C-21 Program manager)

A4.5.10. **C-130 (All Variants: C-130, EC-130E, EC-130H, HC-130, MC-130P)**

Lockheed Martin Technical Representative:

Primary: J.T. Chonka (770) 494-7905

Alternate: J.B. Shand (770) 431-6639

WR-ALC

Primary: Mr. Rick Jones DSN 468-5459 Comm (478) 926-5459

Alt: Col Gregory Postulka (C-130 SPO Director) DSN 468-2322 Comm (478) 926-232
 Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

A4.5.11. C-141:

Lockheed Martin.

Mr. Ralph Bradley (Lockheed) DSN 468-5372

Non-Duty hours: 478-971-7065 or 478-714-3162 (cell) (Please call Cell First)

WR-ALC Command Post: DSN 468-6789

POC: Mr. Russ Alford DSN 468-9100 COMM (478)926-9100

NON-DUTY HOURS: (478) 922-4702 (Russ Alford)

ALTERNATE PROCEDURES:

DUTY HOURS: Col Shrader DSN 468-6491

NON-DUTY HOURS: Col Shrader (478)954-7443

A4.5.12. E-3:

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.13. E-4:

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.14. EC-135:

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.15. E-8: (added)

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.16. F-4/RF-4/QF-4:

DUTY HOURS:

Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS: Call in order:

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Hal Bowcutt: (801) 773-3281 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

A4.5.17. F-15:

24 HOURS:

PRIMARY:

Call Boeing in St Louis directly on the dedicated CONFERENCE HOTEL numbers: (866) 543-5444 toll free or commercial (314) 232-9999.

ALTERNATE:

Call regional operator: DSN 693-1110 (M-F, 0830-1700 US central time) and ask for Boeing in St Louis at: (314) 232-9999. Preface with 312 when calling from PACAF theater.

State: "THIS IS A CONFERENCE HOTEL CALL"

PACAF theater preface DSN with 312

F-15(All Models) POCs:

(FOUO) Mr. Burlingham: (314) 232-1938 (work) / (636) 978-3741 (home)

(FOUO) Mr. Bath: (314) 232-2427 (work) / (636) 928-3522 (home)
 (FOUO) Mr. Buran: (314) 232-5666 (work) / (636) 230-6993 (home)

A4.5.18. F-16:

(Actual emergencies only)

24 HOURS: Call Lockheed Fort Worth Company: DSN 940-1284, Comm (817) 935-5011

POCs:

(FOUO) Mr Gwynne: (817) 935-4470 (work) / (817)261-9949 (home)
 (FOUO) Mr Smith: (817) 935-4432 (work) / (817) 448-9119 (home)
 (FOUO) Mr Worell: (817) 935-4430 (work) / (817) 282-1259 (home)
 (FOUO) Mr Thorn: (817) 935-4431 (work) / (817) 346-7090 (home)
 (FOUO) Mr Jennings (817)935-4434 (work) / (817) 249-4433 (home)

(Inquiries and simulated emergencies)

Call POC directly or Lockheed Fort Worth Company Plant Operator: (817) 777-2000,
 then dial 1 and the last 5 digits of the work phone number listed above.

A4.5.19. F-117:

Call LMSW at 1-888-673-1117. During non-duty hours enter the telephone number at which you wish to be contacted, including area code, press the # sign and hang up. If no contact within 5 minutes, contact the following:

POCs: Primary--Mr John Fiore (661) 572-7550. Non-Duty Hours: (805) 581-5170

Secondary--Mr Graham Schwinning (661) 572-7325. Non-Duty Hours: (661) 943-8176; Pager: (888) 434-4082

A4.5.20. H-1/H-53/H-60:

24 HOURS: Call WR-ALC Command Post: DSN 497-2612/13/14/15. PACAF theater preface DSN with 312

POCs:

(FOUO) Lt Col David French (H-1/H-53/H-60): DSN 468-2372 (work) / (478) 988-0427 (home)
 (FOUO) Maj O'nan (H-60): DSN 468-7010 (work) / (478) 929-1102 (home)
 (FOUO) Dr. Christian (H-60): DSN 468-9343 (work) / (912) 953-2647 (home)
 (FOUO) Mr. Smithers (H-60): DSN 468-7248 (work) / (912) 923-5654 (home)
 (FOUO) Mr. Stanley (H-60): DSN 468-1921 (work) / (912) 922-7524 (home)
 (FOUO) Mr. Tom Bethune: DSN 468-2372 (work) / (478) 988-3018 (home)

A4.5.21. KC-10:

Boeing: (562) 497-5812 or (562) 384-3800/3802

OC-ALC/LKRE.

DSN 884-1345/1369, comm. 405-734-1345/1369, Cell 405-850-7301/7565

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171
 (ask for KC-10 Program manager)

A4.5.22. KC-135:

Boeing: IN-FLIGHT EMERGENCY: 1-800-721-0422 or (206) 655-9200

OC-ALC/LC: DSN 336-7755, comm. 405-736-7755

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171
 (ask for KC-135 Program manager)

A4.5.23. RC-135:

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY: 1-800-721-0422

A4.5.24. RQ-1:

DUTY HOURS:

Call GA-ASI, ISAFAP, NV at Commercial (702) 879-3245 to declare a "Predator Conference Hotel." Ask for POC

NON-DUTY HOURS:

Call 57 WG Command Post, DSN 682-1859, Commercial (702) 652-1859 and declare a "Predator Conference Hotel." Ask for a connection to the POC.

POCs:

Primary: Mr Dave Bedard

Alternate: Mr Orival Greenfield

A4.5.25. T-1:

DUTY HOURS:

Call Beechcraft Corporation, Wichita, Kansas. Ask for head of engineering.
Commercial (316) 676-8778/7937

NON-DUTY HOURS:

Call Beechcraft Corporation Security. Commercial (316) 676-5300/ 5301.
Ask for Beechcraft engineers.

State: "THIS IS A CONFERENCE HOTEL CALL"

A4.5.26. T-6: (added)

DUTY HOURS:

Call Beechcraft Corporation at (316) 676-8778/7937, ask for a head of engineering.

NON-DUTY HOURS:

Call Beechcraft Corporation Security at (316) 676-5300/5301, ask for Beechcraft engineers.

State: "THIS IS A CONFERENCE HOTEL CALL"

A4.5.27. T-37:

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS Call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

A4.5.28. T/AT-38/T-38C:

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

A4.5.29. **T-43:**

24 HOURS: Call Boeing Inflight Emergency Center at DSN 743-5687/1110, commercial (800) 721-0422 or (206)-655-9200.

POC: Mr Bob Snellenberg

Mr Dave VanWinkle.

Routine non-emergency assistance call (316) 526-2180

Attachment 5**IC 2002-1 TO AFI 11-418—OPERATIONS SUPERVISION****1 March 2002****SUMMARY OF REVISIONS**

This change incorporates interim change (IC) 2002-1. There are administrative changes throughout. The instruction now applies to Unmanned Aerial Vehicles (UAVs) and United States Air Forces in Europe (USAFE) air combat units only, but does not apply to Air Mobility Command (AMC), USAF Academy, all -135 aircraft, E-4, and USAFE/Air Force Reserve Command (AFRC)/Air National Guard (ANG) mobility assets. The SOF duty day is explained correctly. Reference to Air Logistic Center at San Antonio, TX (Kelly AFB) is deleted. Conference Hotel information is updated and E-8, RQ-1, T-6 Conference Hotel information is added. H-3 and C-27 is deleted. A (H) indicates revisions from the previous edition.

OPR: HQ ACC/DOTO

This instruction implements AFPD 11-4, *Aviation Service*. It establishes the responsibilities, requirements, procedures and training for the supervision of flying operations. This instruction applies to all Air Combat Command (ACC), Air Education Training Command (AETC), Pacific Air Forces (PACAF), United States Air Forces in Europe (USAFE) (Air Combat assets only), Air National Guard (ANG) and Air Force Reserve Command (AFRC) flying units. This instruction does not apply to the United States Air Force (USAF) Aerial Demonstration Team (Thunderbirds), USAF Academy, Air Mobility Command (AMC), all -135 aircraft, E-4, and USAFE/AFRC/ANG Mobility assets i.e. (C-130, C-5, C-141, etc) to include the 156th PRANG. Send comments and suggested improvements to this publication on AF Form 847, **Recommendation for Change of Publication**, through channels, to HQ ACC/DOTO, 205 Dodd Blvd, Suite 101, Langley AFB VA 23665-2789. Maintain and dispose of all records created as a result of processes prescribed in this instruction according to AFMAN 37-139, *Records Disposition Schedule*.

9.2. Maximum duty day for SOF is 12 hours. Waiver authority for SOF duty day is OG/CC.

A4.4.3. deleted.

A4.4.4. - A4.4.5. is renumbered to **A4.4.3.** - **A4.4.4.**

Table A4.1. MDS-Specific CONFERENCE HOTEL Reference Paragraphs.

MDS	Para	MDS	Para	MDS	Para
A/OA-10	A4.5.1.	C-141	A4.5.11.	KC-10	A4.5.21.
B-1	A4.5.2.	E-3	A4.5.12.	KC-135	A4.5.22.
B-2	A4.5.3.	E-4	A4.5.13.	RC-135	A4.5.23.
B-52	A4.5.4.	E-8	A4.5.14.	RQ-1	A4.5.24.
C-5	A4.5.5.	EC-135	A4.5.15.	T-1	A4.5.25.
C-9	A4.5.6.	F-4/RF-4/QF-4	A4.5.16.	T-6	A4.5.26.
C-12	A4.5.7.	F-15 (all variants)	A4.5.17.	T-37	A4.5.27.
C-17	A4.5.8.	F-16	A4.5.18.	T/AT-38	A4.5.28.
C-21	A4.5.9.	F-117	A4.5.19.	T-43	A4.5.29.
C-130 (all variants)	A4.5.10.	Helicopters	A4.5.20.	U-2	A4.5.30

A4.5.1. A-10/OA-10:

(Actual emergencies only)

24 HOURS. Call Hill AFB Command Post at DSN 777-3007. Commercial (801)777-3007 ask for a phone patch to A-10 Conference Hotel POCs.

POCs:

Mr Frank Garcia

Mr Don Frogner

(Inquiries and simulated emergencies)

Mr Frank Garcia, DSN 777-6165, Commercial (801) 777-6165

Mr Don Frogner, DSN 586-0592, Commercial (801) 586-0592

A4.5.2. B-1:24 HOURS: Call Boeing Reliability and Maintainability Center (RAMC) at:DUTY HOURS: DSN: 336-3334NON-DUTY HOURS: COMMERCIAL: (405) 869-6050**A4.5.5. C-5:**

Lockheed Martin:

(FOUO) W. W. Sullins Office: (770) 494-2458 Home: (770) 386-8249 Pager: 1-877-970-1229,
Cell Phone: 1-678-438-1194

(FOUO) M. T. Altomare Office: (770) 494-2552 Home: (770) 425-5376 Pager: 1-877-539-0642

WR-ALC:

Primary: Col, Frank M. Bruno DSN 497-4432

Alternate: Mr. John A. Fatkin DSN 497-4432

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

A4.5.6. C-9:

Raytheon:

(FOUO) Mr. Dave Williams (Duty hours: DSN 576-6282 COMM (618) 256-6282.

Pager 1-800-946-4646 Pin#1480284

Non-Duty Hours via Job Control DSN 576-2331 Scott Command Post: DSN 576-5891 COMM (618) 256-5891

OC-ALC/LKRE

Primary: (FOUO) Jeffery Blosser (Lead C-9 Engineer) DSN 884-1352/1357 COMM (405) 734-1352/1357 CELL (405) 850-7490

Alternate: (FOUO) Sharon Davis (C-9 Program Manager), DSN 884-1375 COMM (405) 734-1375

Non-Duty hours: Tinker Command Post, DSN 339-2171 COMM (405) 739-2171

C-9 Program Manager CELL (405) 850-7301/7565

A4.5.8. C-17:

Boeing: (562) 384-3800 or (562) 384-3802

WR-ALC

Primary: LtC Paul A. Dunbar DSN 926-5411

Alternate: Mr. David Silva DSN 926-5411

Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

A4.5.9. C-21:

Raytheon, Madison, MS: (601) 607-~~6650~~/6274

POC: Mr Pat Ray

Non-duty hours: Ask for a phone patch to the POC's home

Alternate Number: 1-888-278-8326

OC-ALC/LKRE

DSN 884-1360/1346, comm. 405-734-1360

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171

(ask for C-21 Program manager)

A4.5.10. C-27 information is deleted.

A4.5.11. - A4.5.14. is renumbered to [A4.5.10.](#) - [A4.5.13.](#)

A4.5.10. C-130 (All Variants: C-130, EC-130E, EC-130H, HC-130, MC-130P):

Lockheed Martin Technical Representative:

Primary: J.T. Chonka (770) 494-7905

Alternate: J.B. Shand (770) 431-6639

WR-ALC

Primary: Mr. Rick Jones DSN 468-5459 Comm (478) 926-5459

Alt: Col Gregory Postulka (C-130 SPO Director) DSN 468-2322 Comm (478) 926-232
 Non-duty hours: Command Post: DSN 497-2612. Commercial: (478) 327-2612/13/14/15

A4.5.11. C-141:

Lockheed Martin.

Mr. Ralph Bradley (Lockheed) DSN 468-5372

Non-Duty hours: 478-971-7065 or 478-714-3162 (cell) (Please call Cell First)

WR-ALC Command Post: DSN 468-6789

POC: Mr. Russ Alford DSN 468-9100 COMM (478)926-9100

NON-DUTY HOURS: (478) 922-4702 (Russ Alford)

ALTERNATE PROCEDURES:

DUTY HOURS: Col Shrader DSN 468-6491

NON-DUTY HOURS: Col Shrader (478)954-7443

A4.5.14. E-8:(added)

24 HOURS: Call Boeing IN-FLIGHT EMERGENCY 1-800-721-0422

A4.5.15. - A4.5.29. is renumbered to **A4.5.16.** - A4.5.30.

A4.5.16. F-4/RF-4/QF-4:

DUTY HOURS:

Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS: Call in order:

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Hal Bowcutt: (801) 773-3281 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

A4.5.17. F-15:

24 HOURS:

PRIMARY:

Call Boeing in St Louis directly on the dedicated CONFERENCE HOTEL numbers:

(866) 543-5444 toll free or commercial (314) 232-9999.

ALTERNATE:

Call regional operator: DSN 693-1110 (M-F, 0830-1700 US central time) and ask for Boeing in St Louis at: (314) 232-9999. Preface with 312 when calling from PACAF theater.

State: "THIS IS A CONFERENCE HOTEL CALL"

PACAF theater preface DSN with 312

F-15(All Models) POCs:

(FOUO) Mr. Burlingham: (314) 232-1938 (work) / (636) 978-3741 (home)

(FOUO) Mr. Bath: (314) 232-2427 (work) / (636) 928-3522 (home)
(FOUO) Mr. Buran: (314) 232-5666 (work) / (636) 230-6993 (home)

A4.5.18. F-16:

(Actual emergencies only)

24 HOURS: Call Lockheed Fort Worth Company: DSN 940-1284, Comm (817) 935-5011

POCs:

(FOUO) Mr Gwynne: (817) 935-4470 (work) / (817)261-9949 (home)
(FOUO) Mr Smith: (817) 935-4432 (work) / (817) 448-9119 (home)
(FOUO) Mr Worell: (817) 935-4430 (work) / (817) 282-1259 (home)
(FOUO) Mr Thorn: (817) 935-4431 (work) / (817) 346-7090 (home)
(FOUO) Mr Jennings (817)935-4434 (work) / (817) 249-4433 (home)

(Inquiries and simulated emergencies)

Call POC directly or Lockheed Fort Worth Company Plant Operator: (817) 777-2000, then dial 1 and the last 5 digits of the work phone number listed above.

A4.5.20. H-1/H-53/H-60:

24 HOURS: Call WR-ALC Command Post: DSN 497-2612/13/14/15. PACAF theater preface DSN with 312

POCs:

(FOUO) Lt Col David French (H-1/H-53/H-60): DSN 468-2372 (work) / (478) 988-0427 (home)
(FOUO) Maj O'nan (H-60): DSN 468-7010 (work) / (478) 929-1102 (home)
(FOUO) Dr. Christian (H-60): DSN 468-9343 (work) / (912) 953-2647 (home)
(FOUO) Mr. Smithers (H-60): DSN 468-7248 (work) / (912) 923-5654 (home)
(FOUO) Mr. Stanley (H-60): DSN 468-1921 (work) / (912) 922-7524 (home)
(FOUO) Mr. Tom Bethune: DSN 468-2372 (work) / (478) 988-3018 (home)

A4.5.21. KC-10:

Boeing: (562) 497-5812 or (562) 384-3800/3802

OC-ALC/LKRE.

DSN 884-1345/1369, comm. 405-734-1345/1369, Cell 405-850-7301/7565

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171

(ask for KC-10 Program manager)

A4.5.22. KC-135:

Boeing: IN-FLIGHT EMERGENCY: 1-800-721-0422 or (206) 655-9200

OC-ALC/LC: DSN 336-7755, comm. 405-736-7755

Non-duty hours: Tinker Command post DSN 339-2171; comm. 405-739-2171

(ask for KC-135 Program manager)

A4.5.24. RQ-1:

DUTY HOURS:

Call GA-ASI, ISAFAP, NV at Commercial (702) 879-3245 to declare a "Predator Conference Hotel."
Ask for POC

NON-DUTY HOURS:

Call 57 WG Command Post, DSN 682-1859, Commercial (702) 652-1859 and declare a "Predator Conference Hotel." Ask for a connection to the POC.

POCs:

Primary: Mr Dave Bedard

Alternate: Mr Orival Greenfield

A4.5.25. T-1:

DUTY HOURS:

Call Beechcraft Corporation, Wichita, Kansas. Ask for head of engineering. Commercial (316) 676-8778/7937

NON-DUTY HOURS:

Call Beechcraft Corporation Security. Commercial (316) 676-5300/ 5301. Ask for Beechcraft engineers.
State: "THIS IS A CONFERENCE HOTEL CALL"

A4.5.26. T-6:(added)

DUTY HOURS:

Call Beechcraft Corporation at (316) 676-8778/7937, ask for a head of engineering.

NON-DUTY HOURS:

Call Beechcraft Corporation Security at (316) 676-5300/5301, ask for Beechcraft engineers.
State: "THIS IS A CONFERENCE HOTEL CALL"

A4.5.26. - A4.5.29. is renumbered to **A4.5.27.** - A4.5.30.

A4.5.27. T-37:

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS Call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

A4.5.28. T/AT-38/T-38C:

DUTY HOURS:

Call DSN 487-5031 POC: James Cannon

Alternate: Call Ogden ALC: DSN 777-6056 or DSN 586-3265

State: "THIS IS A CONFERENCE HOTEL CALL"

NON-DUTY HOURS call in order:

(FOUO) Mr. James Cannon: (830) 663-4757 (home)

(FOUO) Mr. Joe Mcfarlane: (801) 876-3160 (home)

(FOUO) Mr. Brett Hamblin: (801) 782-8157 (home)

A4.5.29. T-43:

24 HOURS: Call Boeing Inflight Emergency Center at DSN 743-5687/1110, commercial (800) 721-0422 or (206)-655-9200.

POC: Mr Bob Snellenberg

Mr Dave VanWinkle.

Routine non-emergency assistance call (316) 526-2180

Attachment 6 (Added-AETC)**INDEX OF THERMAL STRESS (ITS)**

A6.1. (Added-AETC) Instructions. Enter with local dry bulb temperature and dew point temperature. At intersection, read ITS value and zone (**Figure A6.1. (Added)** and **Figure A6.2. (Added)**). These figures apply only to lightweight flight clothing. The “X” denotes combinations above saturation temperature.

A6.2. (Added-AETC) Procedures. Base weather determines the ITS zone. The SOF works the ITS zone applicability. Aircrew members have the responsibility to monitor their physical condition and not exceed their capability for safe mission accomplishment. These procedures are only the recommended limits of exposure. Wings are encouraged to develop additional restrictions if mission requirements allow.

A6.2.1. (Added-AETC) Caution Zone:

A6.2.1.1. (Added-AETC) Be alert for symptoms of heat stress.

A6.2.1.2. (Added-AETC) Drink plenty of liquids (noncaffeinated).

A6.2.1.3. (Added-AETC) Limit ground operations time to 90 minutes (time outside an air-conditioned environment).

A6.2.2. (Added-AETC) Danger Zone. In addition to caution zone procedures:

A6.2.2.1. (Added-AETC) Avoid exercise 4 hours prior to takeoff on pattern only or low-level sorties.

A6.2.2.2. (Added-AETC) Minimum recovery time between flights is 2 hours (landing time to next takeoff time).

A6.2.2.3. (Added-AETC) Limit ground operations to 45 minutes for fighter and trainer-type aircraft (time outside an air-conditioned environment). If exceeded, minimum recovery time is 1 hour. All others may continue operations when the provisions of paragraph **4.1.7. (Added)** of this supplement are met.

A6.2.2.4. (Added-AETC) When possible, wait in a cool, shaded area if the aircraft is not ready to fly.

A6.2.2.5. (Added-AETC) Complete a maximum of two aircraft inspections (two exterior inspections on initial sorties and one exterior inspection on subsequent sorties for fighters and trainers).

A6.2.2.6. (Added-AETC) SUPT solo students may accomplish only one exterior inspection per sortie.

Figure A6.1. (Added-AETC) Index of Thermal Stress (Dewpoint -1 oC to 22 oC).

Dry Bulb Temp (°C)	Zone	Dewpoint (°C)																								
		-1	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	
23	Normal	23	23	23	23	24	24	24	25	25	25	26	26	26	27	27	28	28	29	29	30	30	31	31	32	
24		23	24	24	24	24	25	25	25	26	26	26	27	27	27	28	28	29	29	30	30	31	31	32	32	32
25		24	24	24	25	25	25	26	26	26	27	27	27	28	28	28	29	29	30	30	31	31	32	32	32	33
26		25	25	25	25	26	26	26	27	27	27	28	28	28	29	29	29	30	30	31	31	32	32	32	33	33
27		25	26	26	26	26	27	27	27	28	28	28	29	29	29	30	30	31	31	31	32	32	32	33	34	34
28		26	26	27	27	27	27	28	28	28	29	29	29	30	30	30	31	31	32	32	33	33	34	34	34	35
29		27	27	27	27	28	28	28	29	29	29	29	30	30	31	31	31	32	32	33	33	34	34	35	35	
30		27	28	28	28	28	29	29	29	29	30	30	30	31	31	32	32	32	33	33	34	34	35	35	36	
31		28	28	29	29	29	29	30	30	30	31	31	31	32	32	33	33	33	34	34	35	35	36	36	36	
32		29	29	29	29	30	30	30	31	31	31	32	32	32	33	33	33	34	34	35	35	35	36	36	37	
33		29	30	30	30	30	31	31	31	31	32	32	32	33	33	33	34	34	35	35	36	36	37	37	38	
34		30	30	31	31	31	31	31	32	32	32	33	33	33	34	34	34	35	35	36	36	37	37	38	38	
35		31	31	31	31	32	32	32	32	33	33	33	34	34	34	35	35	35	36	36	37	37	38	38	39	
36		31	32	32	32	32	33	33	33	33	34	34	34	35	35	35	36	36	36	37	37	38	38	39	39	
37	32	32	32	33	33	33	33	34	34	34	35	35	35	36	36	36	37	37	37	38	38	39	39	40		
38	CAUTION	33	33	33	33	34	34	34	34	35	35	35	35	36	36	36	37	37	38	38	39	39	40	40		
39		33	34	34	34	34	34	35	35	35	35	36	36	36	37	37	37	38	38	39	39	40	40	41		
40		34	34	34	35	35	35	35	36	36	36	36	37	37	37	38	38	38	39	39	40	40	41	41	42	
41		35	35	35	35	35	36	36	36	36	37	37	37	38	38	38	39	39	39	40	40	41	41	42	42	
42		35	35	36	36	36	36	37	37	37	37	38	38	38	39	39	39	40	40	40	41	41	42	42	43	
43		36	36	36	36	37	37	37	37	38	38	38	38	39	39	39	40	40	41	41	41	42	42	43	43	
44		36	37	37	37	37	38	38	38	38	39	39	39	39	40	40	40	41	41	42	42	42	43	43	44	
45		37	37	37	38	38	38	38	39	39	39	39	40	40	40	41	41	41	42	42	43	43	43	44	44	
46		38	38	38	38	38	39	39	39	39	40	40	40	41	41	41	42	42	42	43	43	43	44	44	45	

Figure A6.2. (Added-AETC) Index of Thermal Stress (Dewpoint 23 oC to 46 oC).

Dry Bulb Temp (°C)	Zone	Dewpoint (°C)																								
		23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	
23	CAUTION	32	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	
24		33	33	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
25		33	34	35	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
26		34	35	35	36	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
27		35	35	36	36	37	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
28		35	36	36	37	38	38	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
29		36	36	37	38	38	39	39	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
30		36	37	38	38	39	39	40	41	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
31		37	38	38	39	39	40	40	41	42	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
32		DANGER	38	38	39	39	40	40	41	42	42	43	X	X	X	X	X	X	X	X	X	X	X	X	X	X
33			38	39	39	40	40	41	42	42	43	43	44	X	X	X	X	X	X	X	X	X	X	X	X	X
34	39		39	40	40	41	41	42	43	43	44	45	45	X	X	X	X	X	X	X	X	X	X	X	X	X
35	39		40	40	41	41	42	43	43	44	45	45	46	46	X	X	X	X	X	X	X	X	X	X	X	X
36	40		40	41	41	42	43	43	44	44	45	46	46	47	48	X	X	X	X	X	X	X	X	X	X	X
37	40		41	41	42	43	43	44	44	45	46	46	47	47	48	49	X	X	X	X	X	X	X	X	X	X
38	41		41	42	42	43	44	44	45	45	46	47	47	48	49	49	50	X	X	X	X	X	X	X	X	X
39	41		42	42	43	44	44	45	45	46	47	47	48	49	49	50	51	51	X	X	X	X	X	X	X	X
40	42		43	43	44	44	45	45	46	46	47	48	48	49	50	50	51	52	52	X	X	X	X	X	X	X
41	43		43	44	44	45	45	46	46	47	48	48	49	50	50	51	52	52	53	54	X	X	X	X	X	X
42	43		44	44	45	45	46	46	47	48	48	49	49	50	51	51	52	53	53	54	55	X	X	X	X	X
43	44		44	45	45	46	46	47	47	48	49	49	50	51	51	52	52	53	54	55	55	56	X	X	X	X
44	44		45	45	46	46	47	47	48	49	49	50	50	51	52	52	53	54	54	55	56	56	57	X	X	X
45	45		45	46	46	47	47	48	48	49	50	50	51	52	52	53	53	54	55	55	56	57	58	58	X	X
46	45		46	46	47	47	48	48	49	50	50	51	51	52	53	53	54	55	55	56	57	57	58	59	60	X

Attachment 7 (Added-AETC)**CHILL INDEX**

A7.1. (Added-AETC) Instructions. Determine the sustained wind speed and temperature and enter into **Figure A7.1. (Added)** At the intersection, read the wind chill value and danger zone. The caution zone is determined as wind chill temperatures at or below freezing temperatures with a risk of frostbite; danger zone is determined at 30 minutes or less with a risk of frostbite (depending on the temperature).

A7.2. (Added-AETC) Procedures. Base weather determines the chill index. The SOF uses the chill index and determines applicability. Aircrew members have the responsibility to monitor their physical condition and not exceed their capability for safe mission accomplishment. These procedures are only recommended limits of exposure. Wings are encouraged to develop additional restrictions based on mission requirements.

A7.2.1. (Added-AETC) **Caution Zone.** In this zone, wind chill temperatures are at or below freezing (32 °F or 0 °C).

A7.2.1.1. (Added-AETC) Beware of stress due to cold temperatures.

A7.2.1.2. (Added-AETC) Limit ground operations to 30 minutes for fighter and primary trainer-type aircraft (time outside a heated environment).

A7.2.2. (Added-AETC) **Danger Zone (No Fly).** In this zone, wind chill temperatures are at or below -20 °F or -29 °C.

A7.2.2.1. (Added-AETC) Exposed flesh can freeze in 30 minutes or less.

A7.2.2.2. (Added-AETC) No flying is allowed for fighter and primary trainer-type aircraft.

NOTE: The OG/CC will ensure adequate means are employed to protect airlift, tanker, and special operations/rescue crewmembers from the adverse effects of temperature extremes when duty requires extended ground preparation.

Figure A7.1. (Added-AETC) Chill Index. (note)

		Temperature (°C)														
		Calm	5	0	-5	-10	-15	-20	-25	-30	-35	-40	-45	-50	-55	-60
Wind Speed (knots)	5	2	-4	-10	-16	-22	-28	-34	-40	-46	-52	-58	-64	-70	-76	-82
	10	1	-6	-12	-18	-25	-31	-37	-44	-50	-56	-63	-69	-76	-82	-88
	15	0	-7	-13	-20	-27	-33	-40	-46	-53	-59	-66	-73	-79	-86	-92
	20	-1	-8	-14	-21	-28	-35	-41	-48	-55	-62	-68	-75	-82	-89	-95
	25	-2	-8	-15	-22	-29	-36	-43	-50	-57	-63	-70	-77	-84	-91	-98
	30	-2	-9	-16	-23	-30	-37	-44	-51	-58	-65	-72	-79	-86	-93	-100
	35	-3	-10	-17	-24	-31	-38	-45	-52	-59	-66	-73	-81	-88	-95	-102
	40	-3	-10	-17	-25	-32	-39	-46	-53	-60	-68	-75	-82	-89	-96	-103
	45	-3	-11	-18	-25	-32	-40	-47	-54	-61	-69	-76	-83	-90	-98	-105
	50	-4	-11	-18	-26	-33	-40	-48	-55	-62	-70	-77	-84	-91	-99	-106
	55	-4	-11	-19	-26	-34	-41	-48	-56	-63	-70	-78	-85	-93	-100	-107
	60	-4	-12	-19	-27	-34	-41	-49	-56	-64	-71	-79	-86	-94	-101	-108
	65	-5	-12	-20	-27	-35	-42	-50	-57	-65	-72	-80	-87	-95	-102	-110
	70	-5	-12	-20	-27	-35	-43	-50	-58	-65	-73	-80	-88	-95	-103	-110
75	-5	-13	-20	-28	-35	-43	-51	-58	-66	-73	-81	-89	-96	-104	-111	
		Risk of frostbite within 30 minutes			10 minutes			5 minutes								

NOTE: Use this chart for winds from 15 foot anemometer height.

Attachment 8 (Added-AETC)**AETC SOF TELEPHONE NUMBERS**

NOTE: **Figure A8.1. (Added)** provides the SOF telephone numbers for AETC bases.

| Figure A8.1. (Added-AETC) SOF Telephone Numbers.

Base	DSN Telephone Number
Altus AFB OK	866-6313/6314
Columbus AFB MS	742-7639
Keesler AFB MS	597-0663
Kirtland AFB NM	246-9482
Laughlin AFB TX	732-5185
Little Rock AFB AR	731-5487
Luke AFB AZ	896-5454
Moody AFB GA	460-3981
Randolph AFB TX:	
East Runway	487-5739
West Runway	487-2395
Sheppard AFB TX	736-1802
Tyndall AFB FL	523-2430
Vance AFB OK	448-7688

Attachment 9 (Added-AETC)**SQUADRON DUTY DESK EQUIPMENT LIST (TYPICAL)**

NOTE: The following is a list of typical equipment available to the OG/CC to properly equip unit squadrons to support the SOF and/or the mission of the operations group. The OG/CC will detail, in the unit supplement, the equipment required at each squadron duty desk.

A9.1. (Added-AETC) Radios, as appropriate (UHF, VHF, etc.), to allow the Ops Sup the capability to monitor emergency aircrew communications with the SOF, while also providing duty desk personnel a frequency for resolving routine aircrew difficulties with squadron aircraft and crews.

A9.2. (Added-AETC) Telephone hot lines to the SOF, home field RSUs (as applicable), auxiliary RSU (as applicable), base operations, weather, and maintenance control (or equivalent).

A9.3. (Added-AETC) At least one Class A telephone line.

A9.4. (Added-AETC) Weather displays that have the capability to access weather radar information and local weather products.

A9.5. (Added-AETC) Locally developed procedural and emergency checklists designed to support SOF actions.

A9.6. (Added-AETC) Publications and aircraft technical orders for squadron aircraft (can be the squadron flight crew information file [FCIF] library).

A9.7. (Added-AETC) Access to the secondary crash net.

A9.8. (Added-AETC) Means of displaying airfield and pattern status, barrier position (if applicable), takeoff and landing data (except airlift, special operations/rescue, and tanker units), ITS and chill index, and any other information deemed necessary for mission accomplishment.

Attachment 10 (Added-AETC)**WING-LEVEL FLIGHT COMMANDER TRAINING PROGRAM**

NOTE: The following topics are mandatory for discussion in a flight commander training program. Wings will outline the specifics of their flight commander training program in their supplement to this publication.

A10.1. (Added-AETC) Command and Control. The OG/CC (or designated representative) will outline the overarching principles of the flight commander's responsibilities as a commander, to include:

A10.1.1. (Added-AETC) Chain of command for policy issues.

A10.1.2. (Added-AETC) Skip echelon staffing.

A10.2. (Added-AETC) Safety. The chief of wing safety (or equivalent) will explain the commander's role in mishap prevention including a mishap history and the supervisory view of causes and prevention, to include:

A10.2.1. (Added-AETC) **Mishap History:**

A10.2.1.1. (Added-AETC) Types and causes.

A10.2.1.2. (Added-AETC) Operator factors.

A10.2.2. (Added-AETC) **Aircrew Discipline.**

A10.2.3. (Added-AETC) **Limited Use Reports.**

A10.3. (Added-AETC) Student Management. The OG/CC (or designated representative) will outline the flight commander's responsibilities regarding all phases of student management, to include:

A10.3.1. (Added-AETC) **Syllabus Management:**

A10.3.1.1. (Added-AETC) Scheduling.

A10.3.1.2. (Added-AETC) Student airsickness and manifestation of apprehension.

A10.3.1.3. (Added-AETC) Drop on request.

A10.3.1.4. (Added-AETC) End-of-phase assessment.

A10.3.1.5. (Added-AETC) End-of-course critiques.

A10.3.2. (Added-AETC) **Commander's Awareness Program and Special Monitoring Status (ENJJPT):**

A10.3.2.1. (Added-AETC) Philosophy and standardization.

A10.3.2.2. (Added-AETC) Placement and removal.

A10.3.2.3. (Added-AETC) Counseling.

A10.3.3. (Added-AETC) **Commander's Quality Review Process (SUPT only):**

A10.3.3.1. (Added-AETC) Progress and elimination flight evaluation philosophy.

A10.3.3.2. (Added-AETC) Commander's review.

A10.3.4. (Added-AETC) **Merit Assignment Selection System (SUPT only):**

A10.3.4.1. (Added-AETC) Flight commander ranking.

A10.3.4.2. (Added-AETC) Calculations and methodology.

A10.4. (Added-AETC) RSU Program and Responsibilities (if applicable). The OG/CC (or designated representative) will discuss the role of the RSU in daily training and supervision, to include:

A10.4.1. (Added-AETC) Purpose of the RSU program.

A10.4.2. (Added-AETC) Selection of controllers and observers.

A10.4.3. (Added-AETC) Philosophy on traffic pattern operations.

A10.5. (Added-AETC) SOF Program. The OG/CC (or designated representative) will discuss the responsibilities of the SOF. This includes being:

A10.5.1. (Added-AETC) The OG/CC designated representative.

A10.5.2. (Added-AETC) Primarily responsible for safe conduct of the daily flying operation.

A10.6. (Added-AETC) International Military Student Management Officer (IMSO). The IMSO will discuss the role of the flight commander in relation to international student training to include the lines of communication between the students, their country, and AETC. This includes:

A10.6.1. (Added-AETC) International student entries and their cultures.

A10.6.2. (Added-AETC) Air Force Security Assistance Training program.

A10.6.3. (Added-AETC) Special activities for international students.

A10.7. (Added-AETC) Group Stan/Eval. The OG/CC (or designated representative) will discuss the group stan/eval functions, to include:

A10.7.1. (Added-AETC) **Flight Evaluations:**

A10.7.1.1. (Added-AETC) AETC stan/eval program (AFI 11-202, Volume 2/AETC Sup 1, *Aircrew Standardization/Evaluation Program*).

A10.7.1.2. (Added-AETC) Periodic flight evaluations.

A10.7.1.3. (Added-AETC) AETC FCIF program.

A10.7.1.4. (Added-AETC) Trend analysis.

A10.7.2. (Added-AETC) **Inspections:**

A10.7.2.1. (Added-AETC) Local, 19 AF, and HQ AETC inspection cycles.

A10.7.2.2. (Added-AETC) Self-inspection program.

A10.8. (Added-AETC) Officer Development. A flying squadron commander will discuss the flight commander's role in the military leadership of subordinates, to include:

A10.8.1. (Added-AETC) **Flight Commander Responsibilities:**

A10.8.1.1. (Added-AETC) Officer and enlisted performance reports and promotion recommendation forms.

A10.8.1.2. (Added-AETC) Air Force and AETC guidance for dress and personal appearance.

A10.8.1.3. (Added-AETC) The Air Force weight and fitness programs.

A10.8.1.4. (Added-AETC) Alcohol in the squadron.

A10.8.2. (Added-AETC) **Officer Professional Development:**

A10.8.2.1. (Added-AETC) Professional conduct and relationships.

A10.8.2.2. (Added-AETC) Officer and enlisted relationships.

A10.8.2.3. (Added-AETC) Instructor and student relationships.

A10.8.2.4. (Added-AETC) Career counseling.

A10.8.3. (Added-AETC) **Chain of Command:**

A10.8.3.1. (Added-AETC) Roles of the squadron commander and the operations officer.

A10.8.3.2. (Added-AETC) Relationship to the group, wing, numbered air force, and HQ AETC.

A10.8.3.3. (Added-AETC) Lines of communication up and down the chain.

A10.8.3.4. (Added-AETC) Flight commander role in punitive and administrative actions.

A10.9. (Added-AETC) Aircraft and Maintenance Utilization. The OG/CC (or designated representative) and the maintenance authority will discuss aircraft utilization, to include:

A10.9.1. (Added-AETC) **Operations and Maintenance Interaction.**

A10.9.2. (Added-AETC) **Wing Scheduling Plan:**

A10.9.2.1. (Added-AETC) Utilization rates.

A10.9.2.2. (Added-AETC) Average sortie durations.

A10.9.3. (Added-AETC) **Scheduling Process.**

A10.10. (Added-AETC) Support Issues. The support group commander (or designated representative) (if applicable) will explain the relationship of the flight commander to other base agencies, to include:

A10.10.1. (Added-AETC) **Functions of the Support Group:**

A10.10.1.1. (Added-AETC) Civil engineering.

A10.10.1.2. (Added-AETC) Communications.

A10.10.1.3. (Added-AETC) Facilities maintenance.

A10.10.1.4. (Added-AETC) Social actions.

A10.10.1.5. (Added-AETC) Morale, welfare, and recreation and services.

A10.10.1.6. (Added-AETC) Civilian and military personnel.

A10.10.2. (Added-AETC) **Security Forces:**

A10.10.2.1. (Added-AETC) Relationship with civil authorities.

A10.10.2.2. (Added-AETC) Policies on driving while intoxicated or while under the influence.

A10.10.3. (Added-AETC) **Logistics Group:**

A10.10.3.1. (Added-AETC) Supply.

A10.10.3.2. (Added-AETC) Individual equipment.

A10.10.3.3. (Added-AETC) Office supplies and equipment.

A10.10.3.4. (Added-AETC) Transportation.

A10.11. (Added-AETC) Medical Issues. A flight surgeon and aerospace physiology officer will discuss the role of the medical and physiological functions of the wing, to include:

A10.11.1. (Added-AETC) Scheduling physicals and physiological training.

A10.11.2. (Added-AETC) Duties not to include flying (DNIF) policies.

A10.12. (Added-AETC) Legal Aspects of Command. A representative from the legal office will outline commander responsibilities and options according to applicable military and civilian instructions, to include:

A10.12.1. (Added-AETC) **Uniform Code of Military Justice.**

A10.12.2. (Added-AETC) **Commander Options:**

A10.12.2.1. (Added-AETC) Administrative:

A10.12.2.1.1. (Added-AETC) Letter of reprimand.

A10.12.2.1.2. (Added-AETC) Counseling.

A10.12.2.2. (Added-AETC) Punitive:

A10.12.2.2.1. (Added-AETC) Article 15.

A10.12.2.2.2. (Added-AETC) Court martial.

A10.12.2.3. (Added-AETC) Drug and alcohol abuse.

A10.12.2.4. (Added-AETC) Policy and objectives.

A10.12.2.5. (Added-AETC) Drug testing program.

A10.12.3. (Added-AETC) **Equal Opportunity and Treatment.**

A10.12.4. (Added-AETC) **Loss or Damage of Government Property and Report of Survey.**

A10.12.5. (Added-AETC) **Authorized Fundraising Activities.**

A10.13. (Added-AETC) Wing and Group Commander Topics.