



Flying Operations

***PILOT OPERATIONAL PROCEDURES-F16**

COMPLIANCE WITH THIS INSTRUCTION IS MANDATORY

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This supplement implements and extends the guidance of MCI 11-F16, Vol 3, 21 April 1995, with local operating procedures. It applies to all assigned or attached 466th Fighter Squadron F-16 pilots. Insert this supplement as Chapter 8 to MCI 11-F16, Vol 3.

SUMMARY OF REVISIONS

(419 FW) This document is substantially revised and must be completely reviewed.

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Chapter 8

LOCAL OPERATING PROCEDURES

Section A--Introduction

8.1. General. All assigned or attached 466th Fighter Squadron F-16 pilots will be issued a copy of this supplement, the 466 FS Inflight Guide and the 466 FS Warbook. These three publications provide fighter squadron pilots with local operating procedures. These must also be supplemented with AFFTCR 55-18, *Utah Test and Training Range (UTTR)*, OO-ALC-HAFBI 13-201, *Air Traffic Control and Flight Operations Test and Evaluation*, and the 466th Squadron Standards. (DO Operating Instruction 55-1). Waivers to this supplement are requested through the chain of command and approved by the operations group commander.

8.2. Responsibility. The operations group commander is responsible for ensuring compliance with the provisions of this supplement and the dissemination of pertinent aircraft operations information. Instructions in this chapter are directive in nature; however, they are not to be used as a substitute for sound judgment during unusual or emergency situations. Ultimately, the pilot in command is responsible for the safe operation of USAF aircraft. Sound judgment and compliance with established directives are the pilot's responsibility.

8.3. Recommended Changes. Changes to this supplement will be submitted in writing to 419 OG/OGV for approval.

Section B--General Policy

8.4. Command and Control. The 419 FW supervisor of flying (SOF) is the operations group commander's representative and serves as one of the top 3 in their absence and is directly responsible for the conduct of flying operations locally and at deployed locations (including the launch/recovery of unit deployments). Any changes to the weekly/daily flying schedule, by the flight lead will be requested through and accomplished by the 419 FW SOF. The SOF then coordinates with the proper agencies to effect any approved changes.

8.4.1. Contingencies. Notify the SOF by UHF/VHF radio (252.1/140.5) of any aircraft problems, delays, aborts, emergencies or other changes to the assigned mission. If contact with the 419 FW SOF cannot be established in a timely manner, contact the 388 FW SOF (Call sign "Falcon 6") on UHF 381.3, channel 19 for assistance in relaying appropriate information to the 419FW SOF.

8.4.2. Deployed SOF. At deployed locations, the 419 FW SOF is responsible for establishing suitable communications to provide the same capabilities as outlined above, and have access to all applicable aircraft publications.

8.5. D-Model Policy. Only pilots identified on the letter of "Xs" will fly orientation flights with non-pilots in the rear cockpit. (Reference: 419 FWI 11-202, *Incentive/Orientation/Familiarization Flights and F-16 Spouse Taxi Ride Program* for additional requirements).

8.5.1. The D-model may be flown on any mission with two MR/MS pilots. RCP flyers should attend flight briefing.

8.5.2. Surface attack and air-to-air missions may be flown single-seat. Surface attack missions should be configured with two wing tanks and air-to-air missions should be configured with a centerline tank. The D-model will not be scheduled for a dedicated BFM sortie.

8.5.3. F-16/D functional check flights (FCF) are flown single-seat, except for FCF check out, or D-model rear cockpit requirements.

8.5.4. For flights in the D-model, in addition to the items on the rear cockpit orientation checklist the aircraft commander specifically briefs the rear cockpit occupant on the hazards of possible side-stick interference as a result of leg or knee movement and G-suit inflation.

8.5.5. Following the normal flight control checks, confirm function of the stick override switch and the rear cockpit fight controls if required.

8.5.6. All pilots will place the D-model stick control switch in the "FWD" position on all missions where the rear cockpit is unoccupied or occupied by other than a fully qualified F-16 pilot. If both occupants are F-16 qualified pilots, the stick control switch may be positioned to "AFT" (to provide for control from the rear cockpit in the event of a bird strike or other front cockpit debilitating occurrences) as directed by the aircraft commander.

8.6. Pilot Categories and Weather Minimums. The operations group commander is responsible for the categorization of all squadron and attached pilots as prescribed in AFI 11-206/ACC Sup 1, *General Flight Rules*. Weather categories are annotated on the 466 FS Letter of "X's".

8.7. Unit Standards. Administrative and tactical flying standards for the wing and fighter squadron are published separately by the fighter squadron weapons and tactics branch as the 466th squadron standards and the 466 FS Warbook.

8.8. Alternate Missions. Alternate missions should parallel and be less complex than primary missions. If the alternate mission is different than the primary mission, each specific mission element that is different will be briefed. Alternate missions for night sorties are the same as during daylight hours. Authorized alternate missions for the wing are:

8.8.1. For all Missions. Instrument approaches may be flown at Hill AFB or to airfields in the local flying area (provided the aircraft is not loaded with live or inert heavy weight ordnance). In addition intercepts may be flown.

8.8.2. For all Air-to-Air Configured Missions. Advanced handling characteristic missions.

8.8.3. D/ACT Missions. BFM/DBFM/ACM/DACM missions.

8.8.4. D/ACM Missions. D/BFM missions.

8.8.5. For Air-to-Ground Configured Missions. Any air-to-ground mission can be flown, or intercepts.

8.8.6. Mission Qualification Training (MQT) Sorties. Missions as per Chapter 4 of 419 FWI 11-401, *Flying Training and Ground Training for Pilots*.

8.8.7. Single-ship missions resulting from air or ground aborts must be approved by the wing SOF. Missions include: AHC, baron, instruments, and surface attack on a class A range.

8.8.7.1. Approval of single ship missions requires the accomplishment of valid training while considering factors such as reserve availability, airspace availability and currency requirements.

8.8.7.2. Single-ship low levels are prohibited. Enroute portions are flown at 1500 feet AGL or higher.

8.8.7.3. Single-ship aircraft carrying live or inert heavyweight ordnance will proceed to an appropriate range and release their ordnance on one, non-tactical pass, observing all release restrictions and applicable range regulations.

8.8.7.4. MQT pilots who get airborne as a single-ship may accomplish only instrument approaches at Hill AFB and/or advanced handling characteristic maneuvers (if in an air-to-air configuration) as outlined in 419 FWI 11-401.

8.9. High Winds and Sea State Restrictions. Flying training operations are not conducted when:

8.9.1. Steady state surface winds (forecast or actual) in the training/operating area exceed:

8.9.1.1. 35 knots over land.

8.9.1.2. 25 knots in training areas over water (Does not include transition over the Salt Lake).

8.9.2. When the wave height in over water training/operating areas is ten feet or greater.

8.10. Reserve Status/Mission Symbols.

8.10.1. AFTO Form 781, **AFORMS Aircrew/Mission Flight Data Document**, item 7 (Mission Symbol) will be T30R for all continuation training. For all others check with flight management for the appropriate code. (Reference AFI 11-401, *Flight Management*).

8.10.2. AFTO Form 781, item 32 (reserve status) will reflect the following symbols:

8.10.2.1. 1 = Active duty (special/annual tour).

8.10.2.2. 2 = UTA Status.

8.10.2.3. 3 = AFTP.

8.10.2.4. 4 = ART on civilian status.

8.11. Local Flying Area:

8.11.1. Includes a 200 NM radius of the Hill AFB TACAN.

8.11.2. Training bases for the wing are Luke AFB, AZ, Fallon NAS, CA, Nellis AFB, NV, Mountain Home AFB, ID, Michaels AAF, and Salt Lake City IAP, and Wendover AF.

8.11.3. Flights within military operations areas (MOAs) will only proceed under VMC and adhere to the altitude restrictions for those areas.

8.11.4. Hill AFB is under the Salt Lake City Terminal Control Area (TCA). The TCA starts at 7,600 feet MSL and extends up to 10,000 feet MSL.

8.11.5. Supersonic flight is authorized in sectors 3/4/5 and the northern portion of the Gandy MOA above 5,000 feet AGL as depicted in **Attachment 6**. (Reference AFFTCR 55-18, *Utah Test and Training Range*)

8.11.6. Chaff and Flares. Self protection flares can be used in all areas of the UTTR including the Sevier, Gandy and Lucin MOA's above 1500 feet AGL, except that part of R6402 North of the 40 degree North latitude. Additionally, flares and chaff can be used at any altitude over government withdrawn land, as prescribed by AFFTCR 55-18.

8.11.7. Airfield and Local Area Hazards:

8.11.7.1. Mountain range east of HIF starts 3 NM east of the TACAN and extends up to 9,800 feet MSL. The HIF minimum safe altitude is 10,800 feet MSL and emergency safe altitude is 15,600 feet MSL.

8.11.7.2. Occasionally strong easterly crosswinds (canyon winds) occur on the north end to mid field of the runway affecting takeoffs and landings.

8.11.7.3. Expect turbulence and wind shears on final when landing on runway 14 with medium to high surface winds.

8.11.7.4. Expect extensive light aircraft traffic near the Ogden Municipal Airport (CH 49/315/4.5 NM). The Ogden ILS approach is to runway 03. ILS traffic approaches from the southwest of Hill AFB and the missed approach is a climbing left turn to the Ogden VORTAC.

8.11.7.5. A light aircraft transition corridor is located west of Interstate 15 (3 NM west of Hill AFB) between Ogden, UT and Salt Lake (5800 MSL and below).

8.11.7.6. Commercial and light aircraft between Antelope Island and I-15 descending to 8000 feet MSL.

8.11.7.7. A bird refuge is located along the eastern edge of the Great Salt Lake. Bird aircraft strike hazard (BASH) watch conditions "moderate" or "severe" signify probable or immediate hazards due to the number of birds on and immediately above the runway. When the condition is reported "moderate" multiple approach and traffic pattern activity ceases, departure and full stop approach are authorized, and formation takeoff, approaches, and landings are prohibited. Bird watch condition "severe" prohibits takeoffs and landings.

8.11.7.8. Three manhole covers/grates are on taxiway 1 in the vicinity of the tower. To avoid the possibility of cut tires; taxi around these obstacles not over them.

Section C--Ground Operations

8.12. Airfield Information:

8.12.1. Single runway (14/32), 13,500 feet x 200 feet with 1000 feet non-weight bearing over-runs.

8.12.2. Arresting Gear:

8.12.2.1. BAK-12/14 1250 feet from each threshold, recessed in the runway, activated by the tower upon request. Requires 5-10 seconds to erect.

8.12.2.2. BAK-12s approximately 2500 feet from each threshold. Only the cable for the departure end is strung during normal operations. (Reference OO-ALC-HAFBI 13-201, *Air Traffic Control and Flight Operations*)

8.12.3. Lighting. Precision approach path indicator (PAPI) lights on both ends set for 2.8 degrees glide slope with touchdown 1284 feet from the approach end. Sequenced strobe lights are located only on the approach end of runway 14.

8.12.4. Navigation Equipment:

8.12.4.1. TACAN (HIF channel 49) located on the field east of the runway.

8.12.4.2. ILS (frequency 109.9) for runway 14 only.

8.12.4.3. The only instrument approach to runway 32 is a TACAN approach.

8.12.5. Hydrazine Impound Area. Taxiway B or G with the nose positioned into the wind. The fire department, "Chief 1" will clear you to shut down after an "OK" from the hydrazine response team.

8.12.6. Hill AFB Tower and base operations hours are from 1500-0500Z Mon thru Thur, 1500-0100Z on Fri, 1700-0100Z weekends and holidays. Tower and base operations hours can be changed for special requirements with advance notice.

8.13. Flight Plans/Clearances:

8.13.1. Conduct all flying operations as prescribed by instrument flight rules (IFR) to the maximum extent possible.

8.13.2. Use stereo flight plans for local missions. Complete the 419 FW Form 3, **HQ 419 FW Local Flight Clearance/Daily Flight Order**, for all local stereo flight plans. For all other flight plans, file a DD Form 175, **Military Flight Plan**, at base operations. The flight leader ensures flight management publishes a flight order prior to stepping to the aircraft.

8.13.3. 419 FW Form 3. All pilots will sign-out on the flight clearance form. This verifies pilots' compliance with crew rest and self-medication regulations. Flights utilizing a DD Form 175 arriving at or departing off station will verify this compliance with the DD Form 175 approval signature.

8.13.4. Mission identifiers (MIs) are requested by the wing operations group commander, and opened by the wing command post. MIs are closed by the flight leader. MIs are required on the following missions:

8.13.4.1. On orientation flights.

8.13.4.2. Participating in an aerial event according to AFI 11-209, *Air Force Participation in Aerial Events*.

8.13.4.3. Deploying or redeploying.

8.13.4.4. Whenever a general officer flies in a wing aircraft, with the exception of the wing commander.

8.13.4.5. Operating according to AFRESI 11-201, *Flight Operations*.

8.13.4.6. Operating under special tasking.

8.13.4.7. Requiring maintenance support when cross-country.

8.14. Inflight Publications Procedures. Each aircraft will have an IFR supplement, Flight Information Handbook, NW and SW High Altitude Letdown Books, Vol 3, Low Altitude Letdown Book and H1/H2 High Altitude Enroute Charts. Pilots are responsible for having applicable approach charts and any additional publications required for cross-country or deployment flights.

8.15. Flight Preparation/Mission Briefing:

8.15.1. When planning a mission, flight leads should consider the currency, proficiency and capabilities of each member of the flight. In addition, flight leads are responsible for reviewing weapons and training sheets to ensure all flight members accomplish the maximum training on each mission. An operational risk management (ORM) sheet will be completed prior to the start of each flight briefing.

8.15.2. All pilots will be familiar with AFRC, unit administrative, and tactical flying standards published separately. These standards allow the flight lead to brief certain items as "standard" with no further elaboration.

8.15.3. Brief time will normally be two hours prior to scheduled take-off time. However, in no case will brief times be less than one hour and thirty minutes prior to scheduled take-off time.

8.15.4. Flight members should be constructively present during the flight planning process. As a minimum all flight members will be present 15 minutes prior to brief time to assist the flight lead with final mission planning as per the squadron standards. Any flight member not available 15 minutes prior to brief time will be replaced unless prior coordination was accomplished.

8.15.5. Flight leads review local area and all range NOTAMS for hot areas along their route of flight.

8.15.6. As a minimum, for all low level missions, low altitude maps are prepared for all flight members to include time and or distance tick-marks, and a route abort altitude.

8.15.7. For flights involving GCI, flight leads will attempt to brief GCI personnel NLT two hours prior to scheduled takeoff time. Debrief with GCI is highly encouraged.

8.15.8. For flights utilizing air-to-ground ranges, coordination with TOSS and EW should be attempted to provide target clearing and scoring, and simulated threat engagements.

8.15.9. Configuration changes. Any change in aircraft configuration should be through the squadron schedulers or SOF if the schedulers are not available. If the request is made early

enough it will be coordinated at the daily squadron FSM meeting, so everyone involved can be notified at one time. Only gun changes will be approved after the daily FSM meeting. The flight leader must request it not later than briefing time and an AF Form 2407, **Weekly/Daily Flying Schedule Coordination** must be completed and signed by all agencies involved prior to step time.

8.16. Local Weather Procedures:

8.16.1. The automated weather distribution system (AWDS) is available at the duty desk. The system also includes NOTAMS for the local flying area.

8.16.2. Use the AWDS for local flight weather briefings. The flight leader and SOF are responsible for updating the flight weather briefing prior to step time. The flight leader's initials in the weather block on the 419 FW Form 3 indicates an updated weather briefing has been completed.

8.17. Aircraft Preflight:

8.17.1. Step time is normally 15 minutes prior to start time when starting on the 419 FW ramp, and 20 minutes when starting on hot pad 3 or 6.

8.17.2. The AFTO Form 781 is reviewed by the pilot and retained by the crew chief during all flights except for mobility generation/quick turn exercises, or cross country sorties.

8.18. Engine Start and Pre-taxi:

8.18.1. Do not put anything on the HUD or forward glare shield that could scratch the canopy.

8.18.2. Monitor ATIS on channel 13 UHF or 15 VHF prior to taxi.

8.18.3. SEC and EPU checks are accomplished after engine start and before the flight control check and start of INS alignment.

8.18.4. If maintenance assistance is required, contact the Red Ball Van, Call sign "RED BALL" on Ch 1 (252.1). If a spare is needed, coordinate with both the SOF and Red Ball.

8.18.5. INS procedures. Do a normal alignment to Status 10 and then taxi. Confirm function knob - NAV prior to TAKEOFF. Taxiing in NORM and not selecting NAV until just prior to takeoff provides the most accurate alignment.

8.18.6. On all sorties retrieve GS, INSM data 19 (Radial Position Error Rate, RER), and 20 (Circular Error Probability, CEP).

8.19. Inlet Icing:

8.19.1. Ice FOD conditions will be declared by the base weather shop. They are as follows:

8.19.1.1. Ice FOD Condition I:

8.19.1.1.1. Ambient temperature below 45F/7C with precipitation (rain, sleet, snow, or fog).

8.19.1.1.2. Dewpoint temperature between 25F/-4C and 35F/2C with less than 9F/13C temperature dewpoint spread.

8.19.1.2. Ice FOD Condition II:

8.19.1.2.1. Ambient temperature below 45F/7C with standing water, snow, ice, or a mixture thereof on the ground in the immediate proximity of the intake.

8.19.2. Procedures during Ice FOD Conditions are outlined in the 466 FS In-Flight Guide.

8.19.2.1. Additional Ice FOD II procedures:

8.19.2.2. The SOF will coordinate with maintenance ramp super on ice dolly use.

8.19.2.3. If ice dollies are to be used, maintenance will place them under each aircraft prior to engine start, and will provide an ice monitor (fire guard) for each running aircraft.

8.19.2.4. Pilots will ensure the crew chief and the ice monitor are in position prior to engine start. The ice monitor is allowed inside the 25 ft arc up to 15 ft. to inspect for ice. While monitors are inside 25 ft, pilots must remain in visual contact, confirm the throttle is in idle, and exercise extreme caution.

8.19.2.5. All aircraft will remain in the chocks until all flight members are ready for continuous taxi onto the runway or to a clear arming area. Ice FOD dollies will not be towed to or used on the north arming area.

8.19.2.6. Ice dollies will be removed at chocks out signal.

8.19.2.7. Runway 32 ops should be considered.

8.19.2.8. Taxi using 300 ft spacing and maneuver as necessary to avoid wet, snow or ice covered areas on the ramp and taxiways.

8.19.2.9. The quick check crew will include an ice monitor to watch the intake of each aircraft during arming and quick check until continuous taxi for takeoff is initiated

8.19.2.10. When pulling into the arming area, attempt to stop the aircraft over an area clear of water, ice, or snow.

8.19.2.11. Hold in the arming spot with an ice monitor present until cleared for take-off. Do not taxi up and hold short.

8.20. Taxiing. Taxi routes are depicted in **Attachment 4** for the airfield and **Attachment 5** for the 419 FW ramp area. Once off the 419 FW ramp taxiway “A” is normally used for taxi to both ends of the runway. See the table below for the minimum required taxi time to take off.

<u>FROM</u>	<u>TO RW</u>	<u>TIME TO T/O</u>
419 FW Ramp	14	15
419 FW Ramp	32	10
Hot Pad 3 or 6	14	10
Hot Pad 3 or 6	32	15

8.21. End of Runway Checks and Arming Procedures Attachment 5:

8.21.1. The EOR team chief will plug into the aircraft intercom system during quick check and arming and will advise the pilot of any aircraft or arming problems.

8.21.2. For ATC considerations flight leads should turn their MODE III on approximately 2 minutes prior to calling "ready" to tower.

Section D--Flying Operations

8.22. Takeoff:

8.22.1. The wing takeoff minimums are: 300 feet ceiling and one mile visibility, or pilot category minimums, whichever is higher.

8.22.2. To avoid scheduling deviations, pilots should make every attempt to takeoff between 30 minutes early and 15 minutes after the scheduled takeoff time. If takeoff is delayed by the ATC, notify the SOF after landing to ensure proper categorization of the takeoff scheduling deviation.

8.22.3. When carrying live heavy weight ordnance (live or inert) execute single-ship takeoffs with a minimum of a 20 second interval.

8.22.4. All departures will squawk the following Mode 3 codes with Mode C: Flt Lead – ATC assigned; All flight members – 500X. For multiple flight departures (MARSA) squawk these codes in order of departure:

All Flight Leads – ATC Assigned; Wingmen In: 1st Flight – 500X
 2nd Flight – 501X
 3rd Flight – 502X

8.22.5. Rolling takeoffs are accomplished only when specifically approved by the operations group commander.

8.22.6. Cross the departure end of the runway at least 5100 feet MSL but not higher than 6300 feet MSL (except Zoom departures).

8.22.7. If at any time a pilot observes the runway condition to be different from reported on ATIS, inform tower.

8.22.8. Crosswind limits (including gusts) for takeoffs and landings are:

8.22.8.1. 25 knots dry (RCR 23).

8.22.8.2. 20 knots wet runway (RCR 18).

8.22.8.3. 10 knots icy runway (RCR 10).

8.22.8.4. 15 knots formation.

8.23. Departure:

8.23.1. Devlin departures (04, 06, 418, and 420) are depicted in the in-flight guide.

8.23.2. Weapons system checks are not performed until abeam Antelope Island.

8.23.3. Terminate AB by 300 KCAS, except as needed for safety of flight.

8.23.4. Wingmen will not turn prior to the depicted turn point to expedite the join-up.

8.23.5. For VFR departures to the UTTR, fly the ground track and meet the altitude and speed restrictions published for the appropriate Island departure. Remain below the SLC Class B airspace (7,600 feet MSL) until ORFEN intersection unless an IFR clearance is obtained.

8.23.6. The combat edge vest will be worn on all tactical missions. A "G"-awareness check is accomplished prior to all day air-to-air and air-to-surface missions. The minimum altitude for "G"-awareness checks are 2000 feet AGL. Any pilot who experiences an in-flight G loss of consciousness (GLOC) incident will terminate the mission, return to base and report the incident to the wing SOF who, in turn, notifies flight surgeon, wing safety officer, and officers in the chain of command.

8.23.7. During winter months, the Island departure and Causeway recoveries may be flown at 400 knots while over the Great Salt Lake to provide extra zoom and gliding distance to dry land. Flight leaders should brief their intentions to fly this higher airspeed.

8.23.8. If the Hill AFB TACAN is out of service, expect a clearance to "turn to 270 degrees and climb to 7000 feet MSL" do not start turn before departure end of runway. After leveling at 7000 feet MSL, expect to be cleared directly to ORFEN.

8.24. Fuel Requirements and Bingo Fuels:

8.24.1. Area bingo's will be designated to allow arrival on initial or at the final approach fix (FAF) with 1000 pounds.

8.24.2. Minimum area/range bingo fuels (no wind) for VFR recovery to Hill AFB are:

<u>AREA/RANGE</u>	<u>CLEAN</u>	<u>370 TANKS</u>
HAAG	1400#	1700#
EAGLE/SEC 2	1600#	1900#
SEC 1	1700#	2000#
WILDCAT/SEC 4	1800#	2100#
SEC 3	1900#	2200#
BSP/SEC 5	2000#	2300#
SEC 6	2000#	2300#
SEC 7/8	2100#	2400#

8.24.3. When IFR bingos are required at Hill AFB refer to the in-flight guide for divert fuel requirements.

8.24.4. These area/range bingo fuels are designed as minimums and do not relieve flight leads of their responsibility to adjust them upward as conditions dictate.

8.25. Cross Country Procedures:

8.25.1. Cross country procedures are prescribed by 419 FWI 11-203, *Record Keeping Procedures for Flying Activities*.

8.25.2. 419 FW Form 2, **Request for Cross Country Flight**, is completed in detail and submitted to the fighter squadron scheduler no later than 0800 L, Tuesday of the week preceding the requested date of departure. Single-ship cross-country flights may be approved.

8.25.3. Ensure that JOAP samples are taken after each sortie. Aircraft is not flown more than two sorties without getting JOAP sample results.

8.25.4. The wings operations group commander has approval authority for any exceptions to the above policies. In all cases in which itinerary/flying personnel deviations are required, approval is first obtained from the on-call SOF.

8.26. Divert Procedures:

8.26.1. Primary Local/Weather Divert Bases:

8.26.1.1. Salt Lake City International Airport (ANG Ramp) is the primary VFR/IFR divert field.

8.26.1.2. Michael AAF maybe used as a backup and emergency alternate.

8.26.1.2.1. When diverting to Michael AAF, contact Dugway Range Control on UHF 241.0/242.4 or 126.2/131.1 VHF and advise them of your intentions; Dugway Range Control contacts the fire department to respond if needed. If required, Clover can alert the fire department via telephone. To the maximum extent possible, keep Clover Control advised of your intentions.

8.26.1.2.2. If diverting to Michael AAF for an emergency, a chase aircraft should consider clearing the runway for the emergency aircraft.

8.26.1.2.3. Airfield lighting is pilot controlled by clicking the radio up to 5 times on 126.2 VHF.

8.26.1.2.4. After landing expect little assistance during aircraft shut-down. Refer to cross country section of the in-flight guide to ensure all post shut-down procedures are accomplished.

8.26.1.3. Ogden Hinkley Municipal may be used in times of strong crosswinds or runway closure. Runway 03/21 (8252') is the most suitable runway for F-16 operations.

8.26.2. Additional Weather Divert Bases:

8.26.2.1. Mountain Home AFB, ID.

8.26.2.2. Nellis AFB, NV.

8.26.2.3. Buckley ANGB, CO.

8.26.3. Specific divert information is contained in the 466 FS In-Flight Guide.

8.27. Recovery Procedures:

8.27.1. On all missions where chaff/flare is loaded on the aircraft, the flight lead calls FLARES SAFE along with a fence out check, and all wingmen acknowledge.

8.27.2. Recovery profile specifics are contained in the 466 FS In-Flight Guide.

8.27.3. When in the UTTR and an IFR recovery is required, notify Clover at least 5 minutes prior to exit time.

8.27.4. Establish a minimum of 8 NM between aircraft or elements departing UTTR airspace unless marsa is coordinated with Clover.

8.27.5. Missed Approach. If a missed approach is planned/executed due to weather, coordinate with Salt Lake to fly the desired missed approach (i.e. Layton Missed or Published).

8.27.6. If the Hill AFB TACAN is out of service plan to fly the causeway recoveries using the Ogden TACAN when VFR, and fly the causeway TUMMS recovery to ILS RWY 14 (in the low book) when IFR. The Nordo recovery is outlined in the in-flight guide.

8.27.7. The preferred runway 32 IFR recoveries are the Moser or Stansbury recovery. Circling from runway 14 approaches are flown only as a last resort.

8.27.8. Prior to reaching WIDOE on any recovery, call "Snake Ops" on VHF squadron common with your appropriate aircraft codes.

8.28. VFR Traffic Patterns (Reference OO-ALC-HAFBI 13-201):

8.28.1. Fly the Causeway Mudflat Recovery to the overhead pattern.

8.28.2. Pattern altitude is 6800 feet MSL, 300 KCAS, left break (runway 14 or 32). Hill AFB tower may lower the overhead pattern to 6,300 feet MSL or direct right hand patterns if weather conditions dictate.

8.28.2.1. Midfield closed patterns are authorized when approved by tower.

8.28.2.2. Avoid the "easy area" (grass field east of runway) when helicopter training is in progress.

8.28.3. Tactical Overheads: (6,800 feet MSL & 350 KCAS)

8.28.3.1. Four-ship tactical initials are allowed to runway 14 only.

8.28.3.2. Do not overfly the munitions storage (northeast corner of airfield) area below 6,000 feet MSL.

8.29. VFR Straight-Ins (OO-ALC-HAFBI 13-201):

8.29.1. Fly the Causeway Mudflat Recovery to a straight-in transition.

8.29.2. For VFR straight-in or "hung bomb" pattern maintain above 6,300 feet MSL until 6 DME north of Hill AFB, and cross 4 DME at or above 5,700 feet MSL.

8.29.3. When landing Runway 32, maintain 7,500 feet MSL after passing Mudflat and descend to 6,800 feet MSL abeam the south end of runway 32, clear of traffic. Accomplish maneuvering for a straight-in inside of 6 DME from the Hill AFB TACAN.

8.30. VFR Re-entries (OO-ALC-HAFBI 13-201):

8.30.1. Make a west bound climbing turn past the departure end of the runway climbing to 6800 feet MSL, remain within 5 NM, report "C/S ninety-to-initial", and "C/S initial with intentions". Remain west of Freeport Center and south of Ogden Municipal Airport.

8.30.2. Left Re-entry to Runway 14. When on inside downwind for runway 14 and directed by tower to re-enter, proceed 1 NM north of Ogden Airport at pattern altitude. Make a left turn to re-enter initial; unless directed otherwise by tower.

8.30.3. Enter visual straight-ins to runway 14 from outside downwind by making a turn to base 1 NM south of Ogden Municipal, descend to 6,300 feet MSL on base leg, and comply with the 4 DME/5,700 foot restriction on final. Call "right base with gear".

8.31. SFO Pattern (Also see inflight guide, and reference OO-ALC-HAFBI 13-201):

8.31.1. Hill AFB:

8.31.1.1. An initial request may be with Salt Lake Approach for a Causeway Recovery, Larry Transition, with requested "high key" altitude.

8.31.1.2. If an SFO is desired once in the Hill AFB traffic pattern, request the SFO from tower early enough to allow airspace coordination with Salt Lake Approach Control and advise of requested "high key" altitude.

8.31.1.3. 14,500 feet MSL is the maximum Hi Key altitude at Hill AFB. All SFO patterns are flown to the east of the runway.

8.31.1.4. Report "C/S, 10 seconds to high key at planned altitude". Call "C/S high key", "C/S low key", and "C/S base key with gear, low approach".

8.31.1.5. Enter/re-enter SFO pattern east of Hill AFB for both runway 14 and runway 32.

8.31.2. Michael AAF SFO Patterns:

8.31.2.1. Consult NOTAMS for R-6402 operations which may preclude SFOs.

8.31.2.2. Michael AAF tower is closed. Contact Dugway range control (241.0/242.4 or 126.2/131.1) when directed by Clover, and cleared for an SFO.

8.31.2.3. Coordinate with Clover by phone or if airborne, coordinate 10 minutes prior to departing the area.

8.31.2.4. SFOs can only be flown when chased by an IP/supervisor.

8.31.2.5. Maximum altitude is 15,000 feet MSL.

8.31.2.6. Fly SFOs to runway 12 only.

8.31.2.7. Call "C/S high, low and base key with gear" as appropriate.

8.31.2.8. Hold as depicted in the 466 FS Inflight Guide or as directed by Clover/range control.

8.31.3. Practice SFOs at Wendover AF is prohibited.

8.32. Functional Check Flights. The functional check flight (FCF) pilot coordinates to ensure a SOF is available. Prior to flying, the FCF pilot coordinates with range control and fighter squadron scheduling for airspace, and confirms that a SOF is on duty prior to stepping.

8.33. Landing, Darming and Shutdown Procedures:

8.33.1. Chase aircraft procedures:

8.33.1.1. 300 feet AGL minimum altitude, positioned on either side of the chased aircraft to provide the best observation position.

8.33.1.2. IP/SEFEs may descend to a minimum of 50 feet AGL.

8.33.2. Formation landings over a raised approach end cable are prohibited unless an actual aircraft/weather emergency exists.

8.33.3. If carrying an ECM pod, cross the departure end cable slow enough so as not to damage the pod.

8.33.4. If requested by tower or deemed necessary by the pilot, aircraft may exit the runway early with a "hot gun", provided no gun malfunctions were experienced or are suspected.

8.33.5. De-arm is required for all unit aircraft carrying expendable ordnance including practice ordnance, chaff/flare or a hot gun and empty tere.

8.33.6. Hot Refueling Procedures. In addition to the checklist procedures in T.O. 1F-16A-1CL-1, the following apply:

8.33.6.1. A marshal must be available to park the aircraft.

8.33.6.2. Do not hot refuel aircraft with hung ordnance, hot brakes, or fuel leaks in the vicinity of the refueling receptacle. De-arm prior to entry into the hot pits.

8.33.6.3. Do not close the air refuel switch until given a visual signal from the marshal, or when clear of the hot pit area.

8.33.6.4. In addition to the normal checklist procedures, pass aircraft status and landing time to "Snake Ops" on UHF squadron common (252.1) after clearing the runway.

Section E--Employment Operations

8.34. Air-to-Air Training/Intercept Procedures Attachment 4 and Attachment 5:

8.34.1. Unless also scheduled for the corresponding low airspace (surface to 9,000 feet MSL) the floor for ACT in the high areas is 10,000 feet MSL. When kill removing, do not descend below 10,000 feet MSL unless cleared into the low airspace. The following blocks are 466 FS standard.

8.34.1.1. Blue Air: SFC – 2.0, and 0-4's.

8.34.1.2. Red Air: 3.0 AGL – 9.0 MSL and 5-9's.

8.34.2. If radar control is not available, self set-up intercepts are conducted in VMC.

8.34.3. Weapons checks and intercepts may be performed with a hot gun provided:

8.34.3.1. The master arm switch is in OFF or SIMULATE. The HUD is used to verify the SAFE position. The trigger is not squeezed.

8.34.3.2. If the gun is "hot" only simulated missile attacks are allowed against other aircraft.

8.35. Low Level Navigation:

8.35.1. For VR 1423, if flying an IL-418A, enter the stereo departure on the 419 FW Form 3. Include the entry/exit points and time in Zulu (ex: A=T.O. + 8 min, D=T.O. = 18 min).

8.35.2. Restrictions:

8.35.2.1. Minimum altitude for the entire flight is the highest individual pilot minimum in the flight. Outside of visual limits (i.e.>3 NM), the restriction is applied by element.

8.35.2.2. Additional low level hazards and noise abatement areas are posted on the local area CHUM chart in the flight planning and briefing rooms. Avoid overflight of any populated areas by 1.5 NM or 3,000 feet AGL.

8.35.3. Thiokol Corporation routinely conducts flare tests at their Kosmo Test Range located north of the oil rigs turn point on the IL 418A departure. When flare testing is in progress, the north portion of the IL 418A is closed. Do not attempt to fly around or over the test. NOTAMs outlining flare operations will be posted at the "duty desk" next to the UTTR range NOTAMs when flares are being tested.

8.35.4. If a descent to VMC conditions is required, Clover can provide a descent to their minimum vectoring altitude. If the flight is still not VMC, a procedural IFR letdown is published in the In-flight Guide for the northern ranges. The TACAN RWY 12 approach to Michael AF is available for descent to the southern ranges.

8.35.5. Aircraft on IR/VR routes will not be engaged by bandits until entry into MOA/ restricted airspace.

8.36. Air-to-Ground Training Procedures (Attachment 4 and Attachment 5):

8.36.1. Coordinate range entry/exit with Clover. Brief Clover on your intentions (i.e. routing, TOT, barons, munitions, target area, if strafing, etc). Being scheduled for a range does not constitute clearance to enter. Only Clover can issue clearance to enter a particular airspace. Plan your TOTs to ensure you do not enter any range sector prior to your scheduled timed (i.e. having W, L, WC at 1500-1530 does not allow a TOT of 1501 when you plan a low level thru W, L.). Further, being scheduled for Whiskey, (low airspace) does not mean you are scheduled for Wildcat and can expend ordnance.

8.36.2. All aircraft will squawk the assigned MODE III Code and MODE III Charlie when operating within the UTTR.

8.36.3. When scheduled as a backup for a range, flight leads and the SOF should make every attempt to determine, by brief time, which ranges are used. Alternate airspace arrangements/ game plans must be adequately briefed.

8.36.4. Dry SAT attacks:

8.36.4.1. Dry SAT attacks are authorized off range. Abide by all MOA altitude and border restrictions.

8.36.4.2. Attacks on MOA targets are prohibited with live or inert full-scale ordnance. With expendable training ordnance loaded on the aircraft, dummy weapons (0 quantity on an unloaded or uncartered station) are select on the SCP.

8.36.4.3. A “callsign, check simulate” call is made by the flight lead and acknowledged by all flight members prior to the attack.

8.36.4.4. Dry Sat attacks should be against unmanned targets. All attacks are terminated if any livestock or personnel are sighted in or near the target area. IP to target run-ins should be planned to avoid any inhabited areas.

8.36.4.5. Even though TGM-65s are not considered expendable ordnance, the master arm switch is not placed in ARM while conducting simulated attacks.

8.36.5. For all uncontrolled ranges, a clearing pass is required if the range has been cold for over thirty (30) minutes as prescribed by AFI 11-214. Ranges may also be cleared by TOSS scoring, a baron, or the first member of your flight while doing a dry attack.

8.36.6. Low angle strafe is only performed on Class A ranges. Low angle strafe is defined as strafe below 15 degrees of dive.

8.36.7. TOSS scoring is available on every bombing range except the HAG. Coordinate targets, events, and timing, with TOSS scoring and perform a radio check on an agreed upon UHF frequency upon range entry.

8.36.8. Electronic warfare (EW) assets: The UTTR will eventually have a MUTES EW system located near Granit Peak and ten (10) mini-mutes EW systems located throughout the range. To coordinate the types of threats, which sites will be used, and when they will become active, contact "Granite" and confirm all members of the flight are squawking appropriately as they enter the range.

8.37. Airfield Attack. Airfield attacks must be authorized by the operations group commander. The following procedures apply:

8.37.1. Airspeed - 350 KCAS maximum.

8.37.2. Altitude - 500 feet AGL minimum.

8.37.3. Attitude - Level Flight.

8.37.4. Attacks on Hill AFB regardless of personnel locations, will be on runway 14/32 axis at or above 5300 feet MSL.

8.37.5. Over flight of the base munitions storage area below 6,000 feet MSL is prohibited.

8.37.6. Maximum A/C in flight is two. Restricted to one pass.

Section F--Abnormal Procedures

8.38. Emergency Procedures:

8.38.1. General. To provide written guidance to cover all possible emergency situations is not possible. In the final analysis, the proper handling of any emergency requires good judgment, sound thinking and knowledge of Dash-1 procedures. The guidance provided in this section is general in nature and reflects unit philosophy.

8.38.2. Ground Aborts/Emergencies:

8.38.2.1. If an abort occurs after leaving the arming area and the aircraft can be taxied safely, request clearance to the de-arm area and have the ordnance safed prior to taxiing to the parking area. Do not taxi an aircraft with a known brake or engine malfunction (i.e. dragging brake or engine in SEC).

8.38.3. Takeoff/Landing Emergencies:

8.38.3.1. Transmit on guard or tower frequency, "cable, cable, cable" to indicate intention to take the departure end cable on takeoff roll. The BAK-14 requires approximately 5-10 seconds to erect. If any doubt exists concerning aircraft braking or stopping distance, lower the tail hook immediately. Declare an emergency to get the fire trucks dispatched and expect hot brakes.

8.38.4. Inflight Aborts/Emergencies. When an emergency is in progress, pilots in the traffic pattern will, in order of priority either full stop, hold until the emergency is terminated or divert.

8.38.4.1. When a serious inflight malfunction or emergency is experienced, explain the problem and your intentions directly to the SOF on UHF channel 1. If time and conditions do not permit this action, ask the controlling agency to have the SOF monitor your working frequency. Give the controlling agency and the SOF an estimated time of arrival (ETA) in local time to ensure timely notification of the crash net, if required. State your fuel remaining in pounds and time and briefly describe the nature of the emergency to the controlling agency. A single frequency approach is available on 389.8 (channel 12).

8.38.4.2. Landing Gear Malfunctions. When a landing gear malfunction is evident, notify the controlling agency and request a chase aircraft. If a chase is not available, tower personnel can make a visual check of the gear. After landing with an unsafe gear indication, stop straight ahead on the runway and have the gear pins installed prior to clearing the runway.

8.38.5. VFR Emergency Holding and Fuel Burn Off:

8.38.5.1. Orbit west of Fremont Island (HIF 263/19), outside of the Salt Lake Class B airspace at 9,500 feet MSL, or as assigned.

8.38.5.2. Do not orbit inside the HIF 263/19 unless in contact with Salt Lake Approach Control and cleared by them to do so.

8.38.6. Emergency Landing/Cable Arresting:

8.38.6.1. BAK-12 or 12/14 on each end of runway (offset 1-2 feet from centerline).

8.38.6.2. Advise the SOF (time permitting).

8.38.6.3. Inform tower of intentions, gross weight, and ordnance status as soon as possible.

8.38.7. Removal of A/C from Arrestment Cable:

8.38.7.1. The airdrome officer is the sole authority when it comes to method of retrieval from the barrier. Fighter squadron pilots will do as instructed by Chief 1 and/or the airdrome officer.

8.38.7.2. "Slingshot" operations are limited to on-base flying units and are not performed unless emergency conditions require rapid runway clearing. The best combination of safety and expediency is to shut down and turn the A/C over to MX personnel.

8.38.7.3. Barrier MX can reset the cable in 15 minutes if the cable/equipment is not damaged.

8.38.8. Landing with an A/C in the Barrier:

8.38.8.1. If able, delay landing until 1,000 lbs of fuel.

8.38.8.2. Request high key holding or hold at an appropriate fix while coordinating possible divert to Ogden with Hill AFB Tower/SOF. Ogden runway 03/21 is 8252 feet long and has no barriers.

8.38.8.3. If an A/C is in the departure end barrier, and an emergency fuel situation exists, request to land opposite direction 3,000 feet down the runway, over the unset cable, personnel, and/or equipment. **Do Not** land into the portion of the runway with personnel and equipment.

8.38.9. Stop Straight Ahead on the Runway with the Following Malfunctions:

8.38.9.1. Blown tire.

8.38.9.2. System B hydraulic failure or PTO shaft failure.

8.38.9.3. Alternate gear extension.

8.38.9.4. Unsafe Gear. If the unsafe gear can be pinned, the aircraft can then be taxied clear of the runway.

8.39. Hot Brakes/Fuel Leaks/Nose Wheel Steering (NWS) Malfunctions:

8.39.1. Hot brake inspection areas are any hard surface between the runway and taxiway A.

8.39.2. If hot brakes are suspected, do not taxi until cleared by ground personnel.

8.39.3. Aircraft will not taxi with known fuel, oil/hydraulic leaks, or with any NWS/brake malfunctions.

8.40. EPU Activation/Hydrazine Leaks. If the aircraft is in the chocks when the EPU activates, remain there. If the EPU activates during taxi or in the arming areas, stop the aircraft and turn the EPU off. Do not move the aircraft. If the EPU activates in flight or on landing, proceed to taxiway B or G, position the nose of aircraft into the wind and stop. The fire department gives the signal for engine shutdown after receiving clearance from the hydrazine response team. Remain on 100 percent oxygen from the aircraft system until provided a portable oxygen bottle by the response team.

8.41. Engine Abnormalities:

8.41.1. If an engine abnormality is experienced (i.e. AB blowouts, nozzle problems, etc.), the mission is aborted and an appropriate recovery is flown to a suitable recovery base except during FCF missions. FCFs will comply with Dash 6 requirements concerning engine abnormalities. Do not taxi with a known engine malfunction that generates more than normal idle thrust.

8.41.2. After landing, contact maintenance to determine if impoundment is necessary and fill out the Technical Assistance Organization (TAO) debriefing checklist (as required).

8.42. Impoundment Procedures:

8.42.1. The Aircraft may be Impounded for the Following Occurrences:

8.42.1.1. Aircraft accident/structural damage/fire.

8.42.1.2. Uncommanded/inadvertent activation of the EPU.

8.42.1.3. Engine flameout/stagnation or major engine component failure.

8.42.1.4. Uncommanded gun firing.

8.42.1.5. Uncommanded weapons release.

8.42.1.6. Uncommanded flight control inputs.

8.42.1.7. Uncommanded nose wheel steering inputs.

8.42.1.8. Bird or lightning strike.

8.42.1.9. Engine foreign object damage (FOD) (mandatory impoundment).

8.42.1.10. As deemed necessary by the operations group or logistics group commanders or a designated representative.

8.42.2. The impoundment area for any aircraft is designated by the maintenance supervisor and the SOF.

8.42.3. For an inadvertent or uncommanded EPU activation prior to takeoff the designated impoundment area is (in most cases) Row S Spot 13 (located on southeast corner of 419 FW ramp).

8.43. Loss of Items from Airborne Aircraft. In the event of a dropped object from an aircraft, if practical, the pilot determines the location and the possibility of damage or danger. The wing SOF is notified as soon as possible. The mission is terminated, recovery will be from a straight-in approach and the aircraft will be impounded. The SOF will notify wing safety and the wing command post as soon as possible.

8.44. Armament System Malfunction Procedures:

8.44.1. Uncommanded Release:

8.44.1.1. If release occurs without pickle button/trigger depressed, safe the switches and abort the mission.

8.44.1.2. Report point of impact and all SMS indications/switch positions at the time of release.

8.44.1.3. RTB via hung ordnance route and fly a straight-in approach. Use a chase aircraft, if available.

8.44.1.4. Direct maintenance to impound aircraft after landing.

8.44.2. Hung Ordnance:

8.44.2.1. BDU-33. Fly a straight-in to Hill AFB via the Mudflat Hung Ordnance Recovery.

8.44.2.2. Inert Heavyweight. All attempts should be made to release the weapons to include reloading the TER and or weapon, normal jettison, and jettison of the TER. If still hung, follow the next steps.

8.44.2.2.1. Secure. Fly a straight-in to Hill AFB via the Mudflat Hung Ordnance Recovery.

8.44.2.2.2. Unsecure. Attempt selective Jettison using WPN first, then RACK. If unsuccessful, declare an emergency and land at Michael AAF.

8.44.2.3. Live:

8.44.2.3.1. Secure. Re-home and re-attempt manual release with the pickle button/ALT RELEASE button. If unsuccessful, attempt Selective Jettison using WPN first, then RACK. If still unsuccessful, declare an emergency and land at Michael AAF.

8.44.2.3.2. Unsecure. Same as secure.

8.44.2.4. Maverick (Live):

8.44.2.4.1. Should a misfire occur, deselect power from the station and hold over the range for 15 minutes. Fly a straight-in approach avoiding highly populated areas and taxi to the normal dearm areas, parking in the last slots. Declare an emergency if the EOR crew deems the missile unstable, or unsafe while pinning. The SOF will direct you to a hot pad (normally hotpad 3). If the missile is safe, do not declare an emergency, but proceed to the hot pad for shutdown.

8.44.3. Jammed Gun. With a known or suspected gun jam, notify the SOF during RTB and fly a straightin to Hill AFB via the Mudflat Recovery.

8.44.3.1. De-arm. Park the aircraft in the last slot closest to the runway. Weapons specialist will install the electrical safing pin in the de-arm area.

8.44.3.2. Parking. Return the aircraft to the 419 FW ramp, and park in the southeast corner of "S" row. Shut down when directed. **Attachment 5.**

8.44.4. Weapons release malfunction documentation procedures. If you experience any unusual occurrence during weapons delivery, accomplish the following procedures:

8.44.4.1. Make the proper write-up in the aircraft forms.

8.44.4.2. Describe the occurrence on the weapons analysis sheet.

8.44.4.3. Save and label the VTR.

8.44.4.4. Debrief the squadron weapons and tactics.

8.45. Emergency Jettison:

8.45.1. Emergency jettison (near Hill AFB).

8.45.1.1. Any uninhabited area if possible.

8.45.1.2. If time and conditions permit; jettison on the 10-12 DME arc between the 168 degree and 258 degree radials of Hill TACAN.

8.45.1.3. Salt Lake approach should be used to assist and radar monitor the drop if practicable.

8.45.2. Normal jettison on the UTTR.

8.45.2.1. Eagle range (only fuel tanks and inert ordnance/pylons) heading 023 degrees, 6500 feet MSL, 2000 feet West of the West bomb circle. Drop when abeam the circle or as directed by the RCO. (Only used in VFR conditions) (Release point is: N4103.5 W11306.4)

8.45.2.2. Live Ordnance:

8.45.2.2.1. On the south UTTR ranges, jettison on the kittycat complex. A 4-mile box with a center of N 4032.0 W 11352.5 (BVL 189/13) is desired impact point.

8.45.2.2.2. On the north UTTR ranges, jettison on the HAG coffin area. A 4-mile box with a center of N 4103.5 W 11314.0 (BVL 034/30) is desired impact point.

8.46. Bailout:

8.46.1. Controlled bailout is normally accomplished heading west on the Hill AFB (Ch 49) 226 radial at or below 15,000 feet MSL, eject crossing 60 DME. (15,000 feet MSL in IMC conditions)

8.46.2. If landing in R6402 after ejection, remain in the vicinity of landing until rescue people arrive. Do not attempt to walk out of R6402, Kittycat, or HAG due to unexploded ordnance in the area.

8.47. Search and Rescue Procedures (Reference 466 FS Standards). If a search air rescue cap (SARCAP) is required, the flight lead assumes duty as the on-scene commander. If the flight lead is not available, the deputy flight lead assumes command.

8.47.1. Call "knock-it-off".

8.47.2. Stay clear of distressed aircraft's flight and ejection path.

8.47.3. Check your VTR on.

8.47.4. Check distressed aircraft for damage, monitor its flight path. Alert distressed pilot of observed deviations in altitude and flight path. Pilot may be preoccupied.

8.47.5. Look for chutes after an ejection. Parachutes may not open until below 14,000 MSL.

8.47.6. Mark the ejection point using all available means (TACAN, INS, Etc.) Give this information to the controlling agency.

8.47.7. Stay above ejection altitude until parachute is spotted or the pilot is confirmed down. Chute descent can take up to 20 minutes from 14M'.

8.47.8. Note wind direction and speed to help in locating the downed pilot.

8.47.9. Unnecessary information concerning the status of the downed pilot should not be transmitted on ATC or guard frequencies.

8.47.10. Communication should be established with survivors on 282.8 (secondary SAR freq) and coordinate rescue efforts on that frequency. If communications cannot be established, the on-scene commander designates one aircraft to assume a low cap position in an attempt to locate the survivor or crash site. Obtain an INS mark or TACAN cut and relay this information to ATC and the fighter squadron SOF.

8.47.10.1. Stack any other aircraft in blocks well above any potential conflict altitude for fuel conservation and radio relay. Keep these aircraft off the SARCAP frequency until needed.

8.47.10.2. Request other aircraft launch as necessary for continuous coverage of survivor until rescue is certain.

8.47.10.3. Request a tanker to support the SAR effort if necessary.

8.47.10.4. Pass control, "tally", and all pertinent information to the new SAR commander when relieved.

8.47.11. Pass all pertinent information to the safety officer, including tapes and notes after landing.

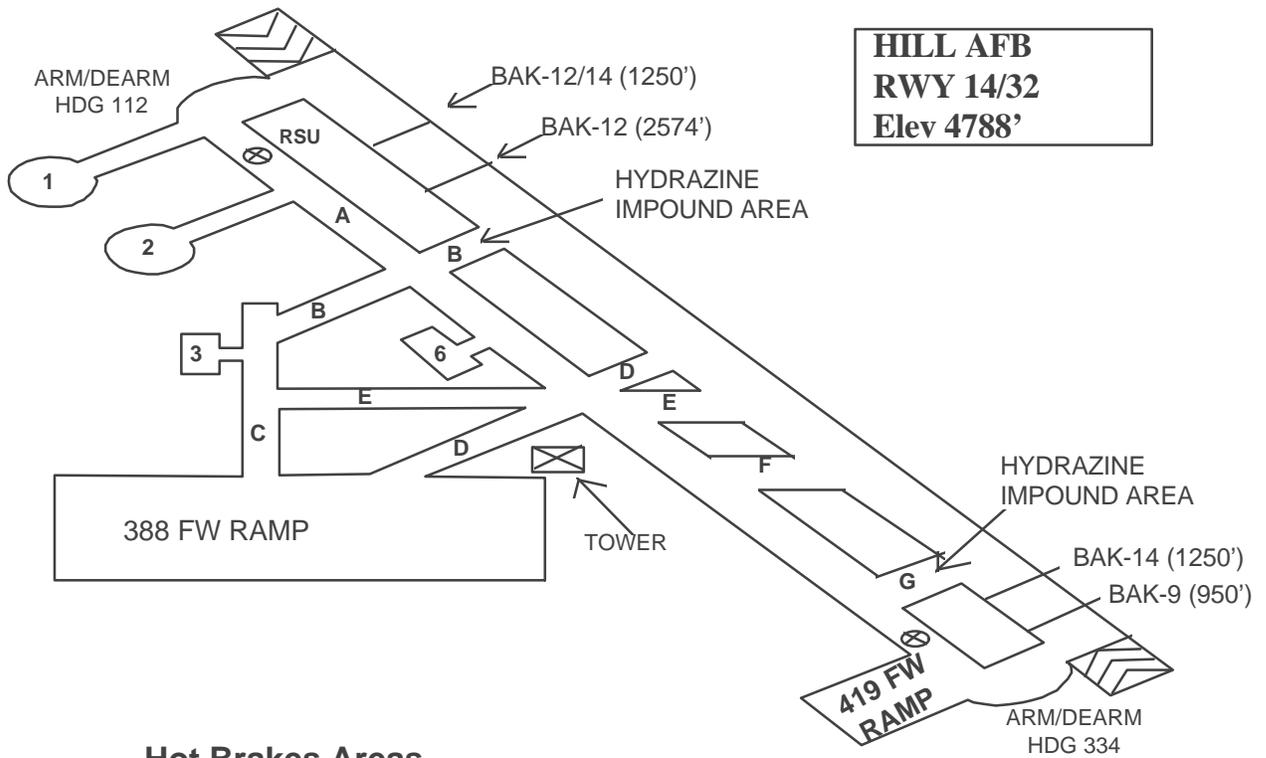
8.48. Forms prescribed. 419 FW Form 3, **HQ 419 FW Local Flight Clearance /Daily Flight Order.**

DAVID E. TANZI
Brigadier General, USAFR
Commander

ATTACHMENT 4 (ADDED-419 FW)

AIRFIELD DIAGRAM/ARMING AREAS/HOT BRAKE/HYDRAZINE AREAS

HILL AFB AIRFIELD



HILL AFB
RWY 14/32
Elev 4788'

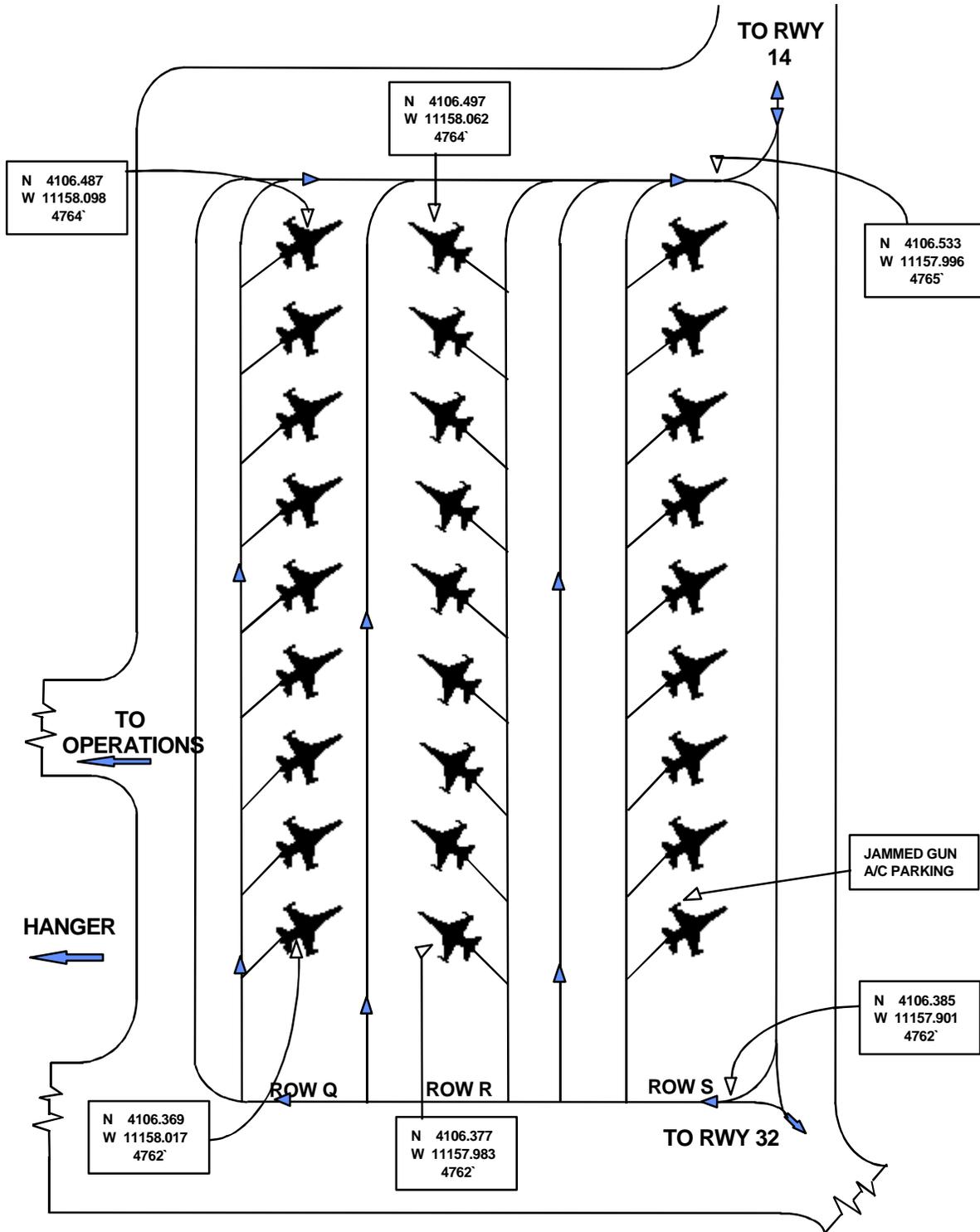
Hot Brakes Areas

Any Hard Surface Between Taxiway A and the Runway

 SQUAT FIX LOCATIONS

ATTACHMENT 5 (ADDED-419 FW)

PARKING/TAXI DIAGRAM



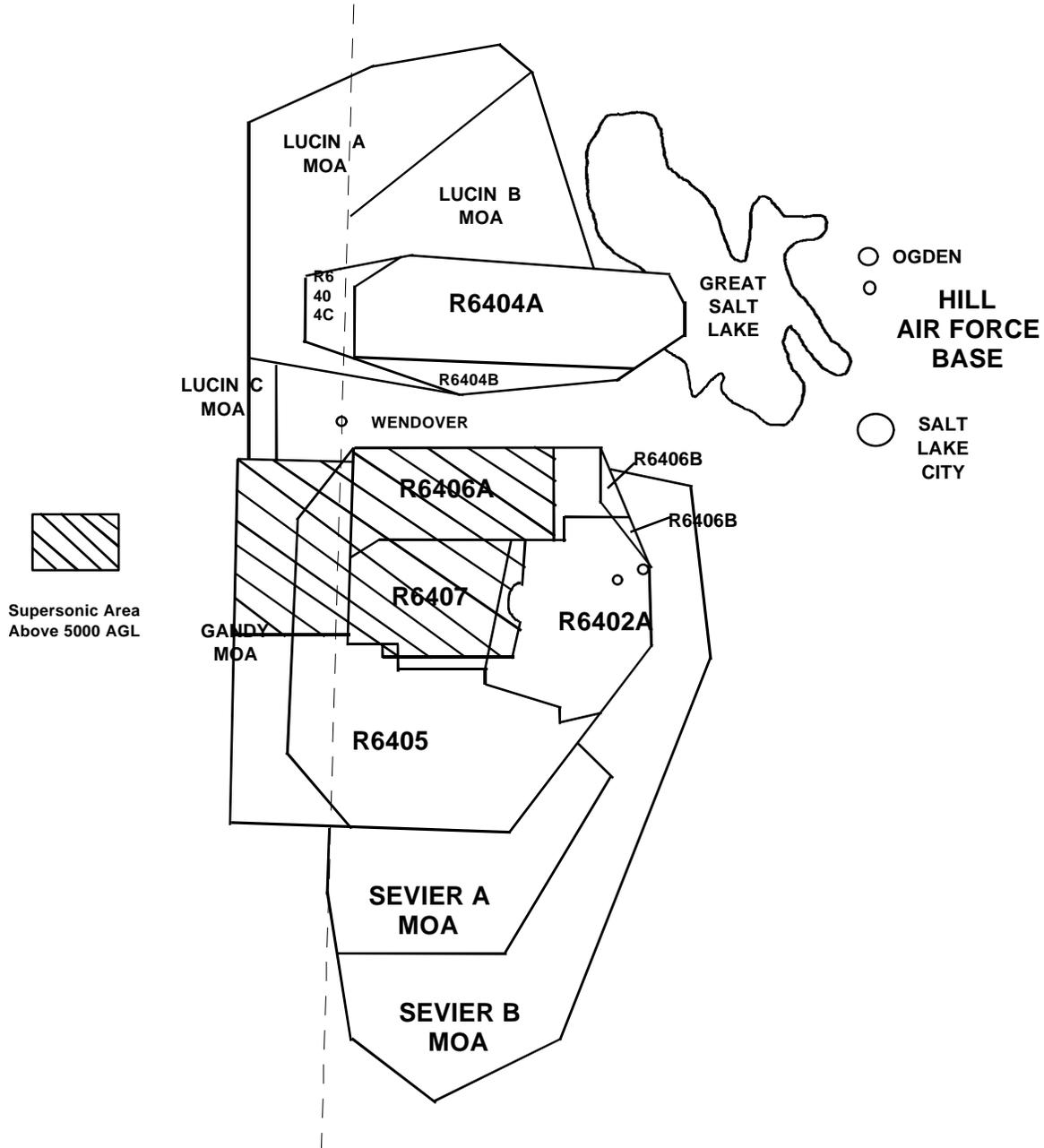
ATTACHMENT 6 (ADDED-419 FW)

UTTR/MOAS/SUPERSONIC AIRSPACE

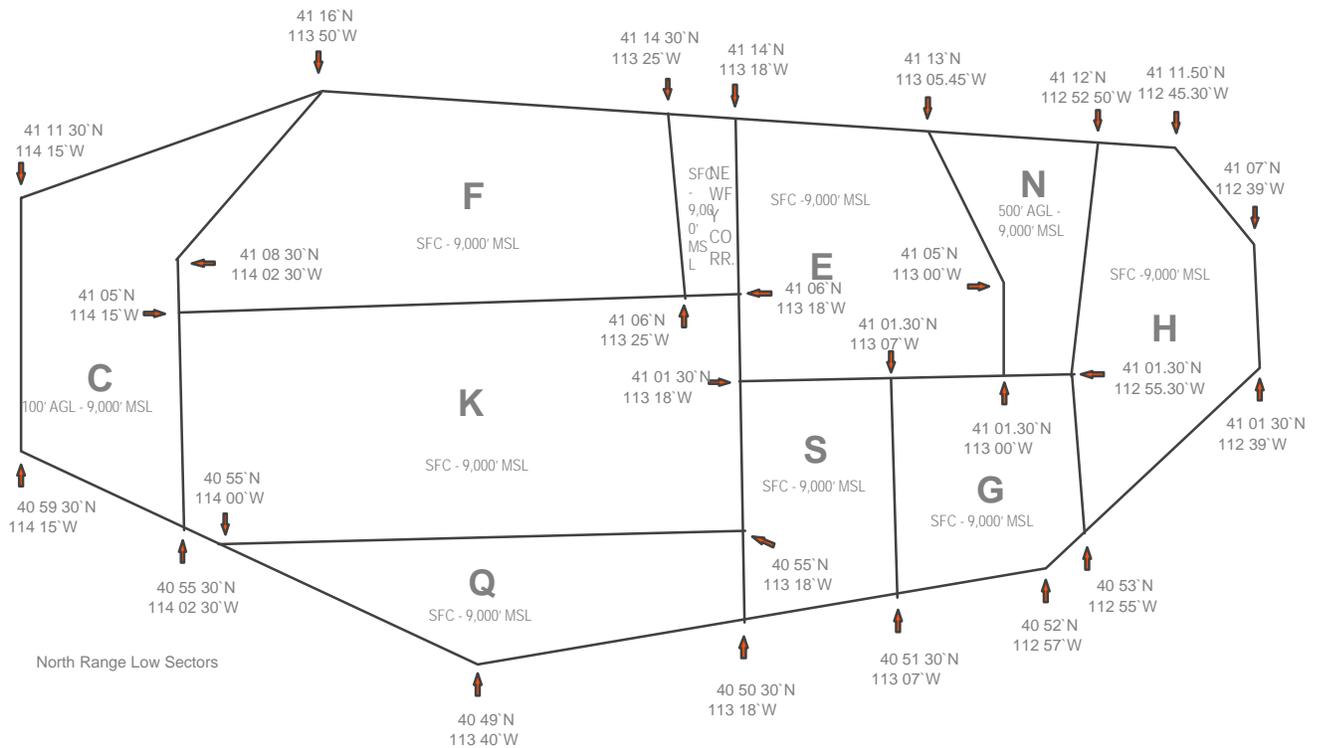
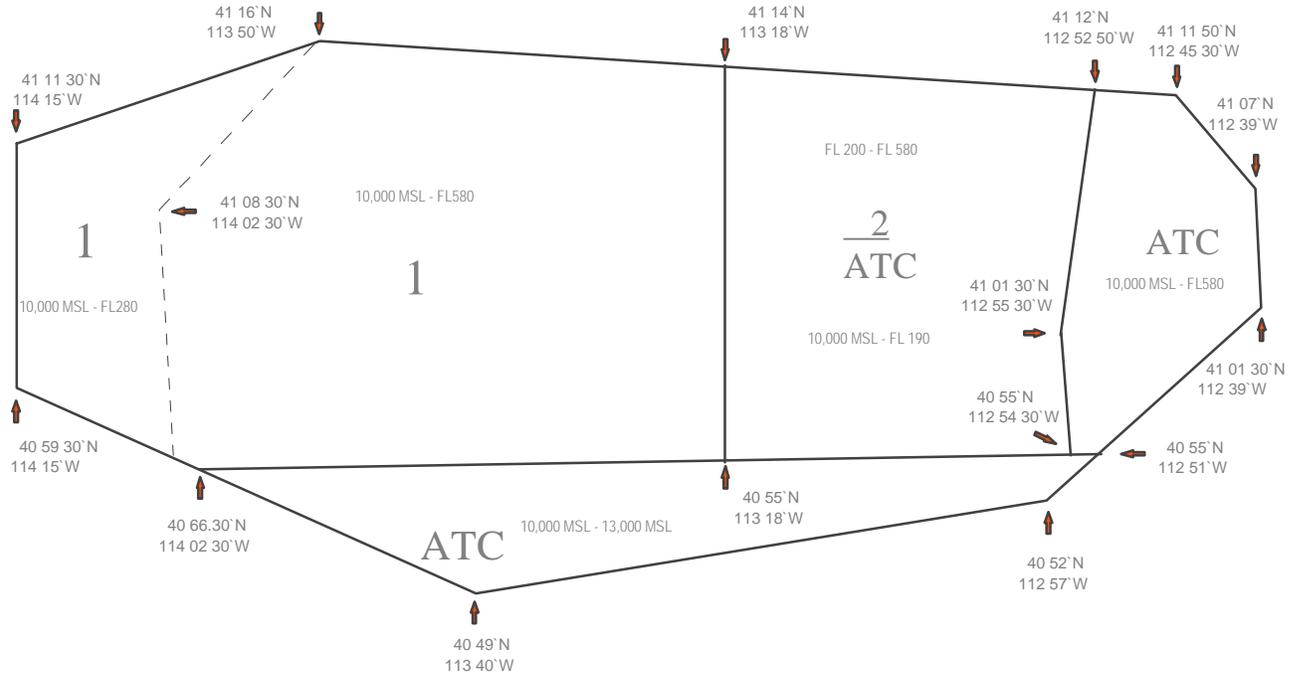
LOCAL FLYING AREA - 200 NM RADIUS OF HILL AFB TACAN
(INCLUDES SAYLOR CREEK AND MOUNTAIN HOME AFB)
ALL TRAINING AND FCF'S WILL BE SCHEDULED INTO UTAH TEST AND TRAINING RANGE

FLIGHTS WITHIN MAO'S WILL BE VMC ONLY

UTAH TEST AND TRAINING RANGE AIRSPACE
MILITARY OPERATIONS AREAS(MOA)
ATC ASSIGNED AIRSPACE AREAS(ATCAA)



UTTR RANGE SECTORS NORTH ATTACHMENT 7 (ADDED-419 FW)



ATTACHMENT 8 (ADDED-419 FW)

UTTR RANGE SECTORS SOUTH

