



Flying Operations

****F-16 OPERATIONS PROCEDURES
CH 8 – LOCAL OPERATING PROCEDURES***

COMPLIANCE WITH THE PUBLICATION IS MANDATORY

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SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed. This version incorporates the requirements, information, procedures, and guidance formerly in the MCI 11-16V3CH8/944 FW Supplement. It incorporates publication title changes, updates publication formatting, and adds the following instructions: Use of landing light on takeoff, movement of aircraft and equipment near shelters, use of Emergency Power Unit (EPU) checks in the chocks and main gear tire wear criteria. It applies to all pilots assigned to the 302d Fighter Squadron (302 FS) and 944th Fighter Wing (944 FW).

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Section A – Introduction

8.1. Purpose. This chapter prescribes standard operating procedures for all F-16 pilots assigned and attached to the 302 FS/944 FW. This supplement is directive in nature with intent to standardize local procedures while not restricting mission accomplishment. Pilots should refer to Luke Air Force Base Instruction (LAFBI) 11-203, *Air Field Operations and Base Flying Procedures*; AFI 13-212V1/LAFB Sup 1, *Weapons Ranges*; 944 FWI 11-201, *Cross Country Procedures*; 944 FW Hellion In-Flight Guide (IFG); and 302 FS Squadron Standards for additional local procedures.

8.2. Responsibility. The 944th Operations Group Commander (944 OG/CC) is responsible for the contents of this regulation, dissemination of the information contained therein to all assigned or attached pilots, and with ensuring compliance with the provisions of this regulation. 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.

8.3. Recommended Changes. All changes will be submitted in writing to 944th Operations Group Standardization and Evaluation (944 OG/OGV).

Section B – General Policy

8.4. Command and Control. The 944 FW Supervisor of Flying (SOF) is the Commander's representative directly responsible for the conduct of flying operations at Luke AFB and deployed locations.

8.4.1. At Luke AFB:

8.4.1.1. The 944 FW SOF will be notified by Ultra High Frequency (UHF) radio (Channel 1) of any aircraft problems, delays, aborts or other changes to the assigned mission.

8.4.1.2. During emergencies, pilots will notify the 944 FW SOF on UHF Channel 1 when time permits. This will allow the 944 FW SOF the ability to provide any necessary assistance and coordinate for emergency response. If contact with the 944 FW SOF cannot be established in a timely manner, contact the 56th Fighter Wing (56 FW) SOF (call sign "Luke SOF") on UHF Channel 9 for assistance and relaying appropriate information to the 944 FW SOF.

8.4.2. At deployed locations: The 944 FW SOF is responsible for establishing suitable communications to provide the same capabilities as outlined in section 8.4.1.

8.5. Pilot Weather Categories. The 302 FS Commander is responsible for the categorization of all squadron and attached pilots as prescribed in AFI 11-202V3/ACC Sup 1, *General Flight Rules*. These categories will be published in the Letter of Aircrew Qualifications (a.k.a. the Letter of Xs) as maintained in unit Briefing Guides and the SOF Book.

8.6. Unit Standards. Administrative and tactical flying standards for the 302 FS/944 FW will be published separately as the 302 FS Hellion Standards and the 302 FS Warbook.

8.7. 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. Authorized alternate missions for the 944 FW are:

8.7.1. For all missions: Instrument missions flown at Luke AFB or Luke Aux 1 (provided the aircraft is not loaded with live or inert heavyweight ordnance (Training Guide Munitions (TGMs) are authorized).

8.7.2. For all air-to-air missions: Intercept or Advanced Handling Characteristics (AHC) missions.

8.7.3. Intercept or Dissimilar Air Combat Tactics (DACT) missions: Basic Fighter Maneuvers (BFM)/Dissimilar BFM (DBFM)/Air Combat Maneuvers (ACM)/Dissimilar ACM (DACM) missions.

8.7.4. ACM missions: BFM missions.

8.7.5. For air-to-ground missions: Intercept missions (always requires a “cold” gun)

8.7.6. Mission Qualification Training (MQT) sorties: Missions as per Chapter 4 of 944 FWI 11-402, *F-16 Flying and Ground Training for Pilots*.

8.7.7. Single-ship missions resulting from air or ground aborts: As approved by the 944 FW SOF.

8.7.7.1. The criteria for approval of single ship missions is the requirement for accomplishing needed training while considering factors such as pilot availability, airspace availability, currency requirements, and solid training payoff.

8.7.7.2. Single ship low levels are prohibited. Enroute portions will be flown at 1,500 feet (ft) above ground level (AGL) or higher.

8.7.7.3. 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.

8.7.7.4. MQT pilots airborne as a single ship may only accomplish instrument approaches at Luke AFB or Luke Aux 1, and/or AHC maneuvers (if in an air-to-air configuration) as outlined in 944 FWI 11-402, paragraph 5.5.2.14.

8.8. Hot Weather Spare Procedures (100°F, or higher, or when index of thermal stress danger zone is reached):

8.8.1. After preflight and prior to engine start of the originally scheduled aircraft, pilots may take a spare aircraft.

8.8.1.1 After starting the originally scheduled aircraft, a pilot may take a spare only if a 10-minute “cool down” period after engine start can be accomplished prior to taxi.

8.8.1.2 If the spare aircraft is aborted after engine start, the sortie will be cancelled.

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

8.9.1. The steady state surface winds in the training/operating area exceed:

8.9.1.1. 35 knots over land.

8.9.1.2. 25 knots over water.

8.9.2. When the wave height in over water training/operating areas is 12 ft or greater.

8.10. Mission Symbols. AFTO Form 781, **AFORMS Aircrew/Mission Flight Data Document**, Item 32 (Reserve Status) will reflect the following symbols:

8.10.1. 1 – Active Duty (mandays/annual tour).

8.10.2. 2 – Unit Training Assembly (UTA).

8.10.3. 3 – Additional Flying Training Period (AFTP)

8.10.4. 4 – Air Reserve Technician (ART) on civilian status.

8.11. Required Flying Equipment:

8.11.1. The anti-G suit will be worn with comfort zippers zipped. It will be tested on all flying missions. All pilots will wear combat edge equipment for any mission where planned/anticipated maneuvering equals or exceeds 6.0 Gs. On sorties where 6.0 Gs are not anticipated, wear of the vest is not authorized, unless a 944 OG/CC approved Operation Risk Management (ORM) is performed, and wearing the vest is deemed as an acceptable risk.

8.11.2. 302 FS/DOL (Life Support) will provide Life Preserver Unit (LPU) LPU-9/P on a daily basis as a pilot option. LPU-9/P must be worn on all over water flights, Operational Readiness Exercise (ORE)/Operational Readiness Inspection (ORI) exercises, and all cross country flights.

Section C –Ground Operations

8.12. Flight Briefings:

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

8.12.2. The following sorties will require a two-hour briefing:

8.12.2.1. Dissimilar Opposed Surface Attack Tactics.

8.12.2.2. 4 v X DACT.

8.12.2.3. Any Combined Force Tactics.

8.12.2.4. All MQT sorties.

8.12.2.5. Any face-to-face briefing with visiting aircrews.

8.12.2.6. Any other sortie where the flight lead determines that he needs two hours to brief.

8.12.3. All other sortie types will require a minimum of one and one half hours to brief.

8.12.4. The SOF, unit supervisors, and flight leads shall monitor briefing start times to ensure flights are given every opportunity to succeed in the mission objectives outlined in 944 FWI 11-402. A decision to slip the scheduled brief time must be tempered with a conscious effort on the part of flight leads to reduce the complexity of the mission. If a flight member is not readily available at brief time, or if mission objectives cannot be met by a slipped brief and/or range time, an "ops cancel" must be considered.

8.12.5. Flight members should be constructively present during the flight planning process. If flight members are not constructively present during the planning process, the flight lead must consider reducing the complexity of the mission to match the resources available to plan the mission.

8.12.6. For flights involving Ground Controlled Intercept (GCI), flight leads will attempt to brief GCI personnel not later than (NLT) two hours prior to scheduled takeoff time.

8.12.7. For flights in the D-model, in addition to the items on the Rear Cockpit Orientation Checklist (page 5-11 in the Hellion IFG), the aircraft commander will specifically brief the rear cockpit occupant on the hazards of possible side-stick interference as a result of leg/knee movement and g-suit inflation.

8.13. Local Weather Procedures:

8.13.1. The Luke Weather Planning Flimsy and data on the weather monitor will be used for local flight weather briefings.

8.13.2. The 944 FW SOF is responsible for ensuring the Luke Weather Planning Flimsy is available prior to any local flying briefings.

8.13.3. Both the flight lead and 944 FW SOF are responsible for updating the flight weather briefing, as required, by reference to the weather monitor or a call to Base Weather prior to flight.

8.14. Preflight:

8.14.1. AFTO Form 781 will be reviewed by the pilot and retained by the crew chief during all local flights except for mobility generation/quick turn exercises.

8.14.2. Pilots will ensure that the nose gear pin, tail hook pin, and air intercept missile (AIM)-9 missile dome cover(s) are removed during the preflight.

8.14.3. As a minimum, the Instrument Flight Rules (IFR) Supplement, Flight Information Handbook, SW High and Vol 3 Low Altitude Instrument Approach Procedure Books, and the H2/H4 High Altitude Enroute Charts will be in each aircraft for local flights. Pilots are responsible for having applicable publications for any off-station flights.

8.14.4. 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 birdstrikes or other front cockpit debilitating occurrences) as directed by the aircraft commander.

8.14.5. If pilots note a "hot" gun during preflight after briefing a "cold" gun scenario, they will contact the 944 FW Maintenance Operations Center (MOC) who will Red Ball an arming crew to safe the flight's guns.

8.14.6. F-16 Main Gear Tire Wear Criteria.

8.14.6.1. General. With the average rainfall of seven inches per year in the Phoenix area, dry weather criteria for main gear tires will be used year round with the following exceptions:

8.14.6.1.1. Aircraft going cross-country will have sufficient tread remaining to prevent wear below the wet weather limits of Technical Order specifications.

8.14.6.1.2. For deployments, all deploying aircraft will depart with tires meeting wet weather criteria. The number of spare tires required will depend upon the expected weather conditions at the deployed location.

8.14.6.2. Definitions. Wet and dry weather tire wear limits are defined in Technical Order (T.O.) 4T-1-3, *Inspection Maintenance Instruction Storage and Disposition of Aircraft Tires and Innertubes*.

8.15. Starting Engine:

8.15.1. The canopy may be left open prior to engine start, but will be closed and locked immediately after the main generator comes on line. All loose items will be stowed securely if the canopy is to be left open during start.

8.15.2. Access to the cockpit is prohibited while the engine is running.

8.15.3. Maintenance personnel will direct the pilot to shutdown for a foreign object damage (FOD) inspection anytime inlet area/strut ice build-up is observed.

8.15.4. Following engine start, after the pilot completes the "After Engine Start" checklist, confirms the Emergency Power Unit (EPU) PMG and EPU GEN lights are off and the EPU is in

the OFF position, he will verbally clear the crew chief to pull the EPU pin. The EPU check will then be accomplished followed by the crew chief verifying no airflow from the EPU exhaust port and relay this information to the pilot. Following this, the crew chief will remove and stow the main landing gear pins.

8.15.5. If maintenance assistance is required, contact the 944 FW SOF on UHF Channel 1 for Red Ball assistance.

8.15.5.1. If a spare is required, coordinate with the 944 FW SOF.

8.15.5.2. If UHF Channel 1 is not available, the pilot is responsible for informing both the 944 FW SOF and his flight lead of his problem and possible delay through the crew chief and 302 FS/MA expediter vehicle.

8.15.6. If a Central Air Data Computer (CADC) Lock-Up occurs, as evidenced by a CADC PFL, Maintenance Fault List (MFL), or Caution Light on start or after the EPU Check, the following procedures may be used to restore the CADC mux bus communication:

8.15.6.1. Establish communication with the crew chief on the ground cord.

8.15.6.2. Ensure the EPU Switch is OFF.

8.15.6.3. Pin the EPU.

8.15.6.4. Momentarily cycle the MAIN PWR switch to OFF then back to MAIN PWR.

CAUTION: Do not remain in OFF for longer than 2 seconds to prevent excessive battery depletion.

8.15.6.5. Reset all lights (if any) and attempt to clear the CADC MFL/Caution Light.

8.15.6.6. Have the EPU pin removed.

8.15.6.7. Accomplish/re-accomplish EPU Check.

8.15.7. If the engine fault BIT BALL go-no-go indicators have been tripped, pilots will:

8.15.7.1. Confirm with the crew chief (or maintenance specialist) the nature of the malfunction.

8.15.7.2. Confirm the engine logic tree has been run.

8.15.7.3. Confirm that the corrective action has been performed.

8.15.7.4. In the absence of the above confirmations, abort the aircraft.

8.15.8. Following the normal flight control checks, use these additional checks for a flight in the D-model in which the rear seat is occupied:

8.15.8.1. Have the occupant apply a full nose-down input to the side-stick controller.

8.15.8.2. The crew chief will verbally confirm the position of the horizontal stabilator and the aircraft commander will visually verify it.

8.15.8.3. The aircraft commander will engage his paddle switch and visually confirm the stab returns to neutral. The crew chief will visually confirm the movement.

8.15.8.4. The aircraft commander will hold his side-stick controller full nose down, visually confirm, get verbal confirmation from the crew chief, then instruct the other occupant to engage the paddle switch. The aircraft commander will observe and the crew chief will verbally confirm "No Change."

8.15.9. When moving aircraft in the shelters, a marshaller is required to enter or exit the shelter. Wing walkers are not required. To provide required clearance, aircraft must taxi on the centerline.

8.15.9.1. Do not enter or exit the shelter if any equipment is not in a marked area. The only piece of equipment currently allowed outside a marked area is the fire bottle. It must be located next to a support pole prior to entering the shelter.

8.16. Taxi Procedures. Pilots will not taxi with the EPU pinned, with any EPU malfunctions, or with the tail hook pinned.

8.17. Quick Check, Arm/Dearm Procedures:

8.17.1. Arming/dearming will be required for all unit aircraft carrying expendables including practice ordnance, live/inert ordnance, chaff, flares, a "hot" gun, inert TGMs, and empty Triple Ejector Racks (TER). Arming/dearming will **not** be required for the centerline tank, 370-gallon wing tanks, and captive AIM missiles and telemetry pods.

8.17.2. Prior to arming/dearming, pilots will place all armament switches to the OFF/SIM position and have hands in full view of the weapons End of Runway (EOR) team chief.

8.17.3. During arming, the weapons crew chief will verify gun condition (hot or cold) and visually or verbally confirm same with the pilot. The visual signal for a gun check is thumb and forefinger extended (pistol). Thumb up signifies a hot gun and thumb down signifies a cold gun.

8.17.4. Pilots will title video tape recorder (VTR) tapes with their name, line number, mission number, call sign, target, time over target (TOT), date, and aircraft tail number.

Section D -- Flying Operations

8.18. Takeoff:

8.18.1. When carrying heavyweight ordnance (live or inert) an afterburner takeoff will be accomplished with a minimum interval of 20 seconds.

8.18.2. Afterburner will normally be terminated at 300 knots indicated air speed (KIAS), or 350 KIAS when carrying heavyweight ordnance (live or inert).

8.18.3. On any departure, (IFR or Visual Flight Rules (VFR), in Visual Meteorological Conditions (VMC) conditions, remain clear of the runway by 3 nautical miles (NM) to avoid the simulated flameout (SFO) pattern and associated traffic conflicts.

8.18.4. Delay weapons systems checks until well clear of the Luke AFB airport traffic area.

8.19. Operating Restrictions:

8.19.1. A “G”-awareness exercise will be accomplished on all missions where maneuvering at greater than 5 Gs is anticipated. All “G”-awareness maneuvers will be accomplished with VTR filming the Heads Up Display (HUD), and with the cockpit intercom on, volume up.

8.19.1.1. Establish adequate aircraft separation and airspeed to allow tactical maneuvering.

8.19.1.2. Self-test the G-suit system for secure connections and proper inflation.

8.19.1.3. Minimum altitude is 1,500 ft AGL.

8.19.1.4. “G” awareness maneuvers will be dedicated maneuvers, as opposed to normal navigational turns.

8.19.1.4.1. The “G” awareness maneuvers will consist of a minimum of two 90-degree turns at 4-5 “G” on air-to-ground missions. On air-to-air missions, a 90-degree 4-5 “G” turn will be accomplished followed by a 180-degree turn at 5-7 “G”s.

8.19.1.4.2. The exercise will be accomplished at or past the applicable low level or range entry point. Avoid high traffic airspace (such as the Lufthansa training area) when performing “G” awareness maneuvers.

8.19.1.4.3. The flight lead will be notified of any degradation in “G” tolerance.

8.19.2. Any pilot who experiences an in-flight G-induced Loss of Consciousness (GLOC) incident will terminate the mission, return to base, and report the incident to the 944 FW SOF who, in turn, will notify a Flight Surgeon and the 944 FW Flying Safety Officer.

8.19.3. Follow AFI 13-212V1/Luke AFB Sup 1, AFI 13-212V2, *Weapons Range Management* and AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*, for radio check-in prior to entering any of the ranges in R2301E and R2304. For missions involving multiple ranges (e.g. Air-to-Air High/Low and North and/or South TAC):

8.19.3.1. Inform Range Control of the primary flight working frequency to be used while on the ranges.

8.19.3.2. If weapons (practice, inert, or live) are to be expended and Air Combat Maneuvering Instrumentation (ACMI)/GCI are not used, utilize the tactical range frequency as the primary flight working frequency.

8.19.3.3. Make a call in the blind on all scheduled range primary frequencies and on any adjacent, unmanned tactical range primary frequencies prior to range entry.

8.19.4. The minimum altitude for low level operations will be no lower than the highest individual minimum (as published in the Aircrew Qualifications Letter) or highest comfort level of any pilot in the element - whichever is higher - not to descend below 500 ft AGL.

8.19.5. Prior to releasing the lap belt or survival kit buckles to use the piddle pack, pilots (and/or passengers) must be cognizant of the possibility of buckle/side-stick interference. Ensure the aircraft is at a safe altitude and buckles and personal items (pups, maps, etc.) are secure and placed so they will not interfere with the side-stick during body movement or seat raising/lowering.

8.19.6. If the gun is "Hot", no air-to-air training (including intercepts or radar missile defense maneuvers) will be accomplished.

8.19.7. The crosswind limits (including gusts) for single ship takeoffs and landings for 302 FS assigned and attached pilots are as follows:

8.19.7.1. 25 knots dry runway (RCR 23)

8.19.7.2. 20 knots wet runway (RCR 12)

8.19.7.3. 10 knots icy runway (RCR 5)

8.19.8. Minimum altitude for an aircraft operating in the vicinity of the Grand Canyon is 14,500 ft mean sea level (MSL) without specific Federal Aviation Administration approval (refer to the Las Vegas sectional VFR chart located at Base Operations or the squadron NAV planning room for depictions of environmentally sensitive airspace zones).

8.20. Fuel Requirements and Bingo Fuels:

8.20.1. Fuel required on initial or at the Final Approach Fix (FAF) is 1,000 pounds for dual runway operations and 1,200 pounds for single runway operations.

8.20.2. Minimum area/range bingo fuels for VFR recovery at Luke AFB (dual runway operations) are:

AREA/RANGE	BINGO FUEL	
	A/A	A/G
Gladden, Bagdad	1900 #	2100 #
Sells A/B	1900 #	2100 #
Air to Air	1900 #	2100 #
Cibola (R2306/2308)	1900 #	2300 #
Sells C/D	2100 #	2300 #
Sunny	2400 #	2600 #
Range 3, East TAC	1600 #	1800 #
Ranges 2, 4	1900 #	2100 #
Range 1, North/South	1900 #	2100 #
29 Palms	2500 #	2700 #
AR 603	1900 #	2100 #
AR 658W	2400 #	2600#
AR 647	1900 #	2100#
R2501/Abel/Kane MOAs	2500 #	2700#

NOTE: (1) Add 200 pounds for single runway operations at Luke AFB. (2) Add 200 pounds for RWY 21 operations at Luke AFB when recovering from the southern areas.

8.20.3. When IFR bingos are required at Luke AFB, add 1,000 pounds to area/range VFR bingo fuels.

8.20.3.1. These IFR bingos are based on fuel required, utilizing the divert procedures in Chapter 3 of the 944 FW Hellion IFG.

8.20.3.1.1. From the North/West areas, proceed to LENNI IAF and perform the HI-TACAN Approach at Luke AFB, execute a missed approach, and divert to Gila Bend AFAF (Day) or Davis-Monthan AFB (Night).

8.20.3.1.2. From the Southern areas, proceed to GBN, fly the VALLY Recovery, execute a missed approach, and divert to Gila Bend AFAF (Day) or Davis-Monthan AFB (Night).

8.20.3.2. These IFR bingos will provide 800-1,000 pounds of fuel at Davis-Monthan AFB using the divert procedures in Chapter 3 of the 944 FW Hellion IFG.

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

8.21. Recovery Procedures:

8.21.1. Refer to LAFBI 11-203 for:

8.21.1.1. Luke AFB arrival (para 5.10), VFR traffic pattern (para 5.13), night (para 5.15), and instrument approach (para 5-11) procedures; and for Gila Bend AFAF operations refer to AFI 11-2F-16V3CH8/Luke AFB Sup 1, *F-16 Pilot Operational Procedures*.

8.21.2. Landing spacing is 3,000 ft minimum between F-16s and 6,000 ft minimum between dissimilar aircraft. Refer to LAFBI 11-203 for Luke AFB standardized reduced runway separation.

8.21.3. Formation landings are prohibited over a raised approach end cable unless it has been modified with an 8-point tiedown. All Luke AFB cables have been modified.

8.21.4. Trail Recovery Procedures: Also reference AFI 11-2F-16V3 and LAFBI 11-203.

8.21.4.1. Trail recoveries will be flown as two-ship maximum.

8.21.4.2. Weather requirement is VFR.

8.21.4.3. Flights are expected to be in standard formation entering Albuquerque/Luke RAPCON airspace.

8.21.4.4. Request "ILS, TACAN/Trail" with RAPCON. (PAR/ASR approaches cannot be flown using trail procedures).

8.21.4.5. Once cleared, wingmen will use radar to maintain a **1.5-2.0** NM trail from the leader and squawk mode 3/4000.

8.22. After Landing:

8.22.1. After clearing the inside runway, all pilots will switch to Hellion Ops on UHF (COM 1) and monitor Luke Ground on VHF (COM 2) during dearming and taxi back.

8.22.2. Pilots will contact the 944 FW SOF (UHF Channel 1) with down times and aircraft maintenance codes. Refer to page 5-12 of the 944 FW Hellion IFG for the proper maintenance codes.

8.22.3. Upon returning to the chocks, pilots will record any MFLs, and weapons malfunction data prior to engine shutdown.

8.23. Night Procedures:

8.23.1. Flight leads will emphasize cockpit lighting techniques, night formation procedures, coping with vertigo and illusions, instrument cross checks, lost wingman procedures, and specific emergency procedures for night operations in all night mission briefings.

8.23.2. The following cockpit interior lights will be operable for all night flights:

8.23.2.1. All primary control and performance instrument lights to include:

- 8.23.2.1.1. Attitude Direction Indicator (ADI).
- 8.23.2.1.2. Airspeed/Mach Indicator.
- 8.23.2.1.3. Altimeter.
- 8.23.2.1.4. Horizontal Situation Indicator.
- 8.23.2.1.5. Vertical Velocity Indicator.
- 8.23.2.1.6. Angle of Attack (AOA) Indicator or AOA Indexer.
- 8.23.2.1.7. Oil Pressure Indicator.
- 8.23.2.1.8. NOZ POS Indicator.
- 8.23.2.1.9. RPM Indicator.
- 8.23.2.1.10. Fan Turbine Inlet Temperature (FTIT) Indicator.
- 8.23.2.2. All major interior light groups to include:
 - 8.23.2.2.1. The PRIMARY CONSOLES, PRIMARY INST PNL, and DATA ENTRY DISPLAY rheostats.
 - 8.23.2.2.2. The FLOOD CONSOLES and FLOOD INST PNL rheostats.
- 8.23.2.3. Spiral cord utility light or glareshield-mounted pencil cockpit spotlights.
- 8.23.2.4. One Multi-Function Display (MFD) with SWAP function operable.
- 8.23.3. Aircraft taxiing will have exterior lights at BRIGHT-FLASH, STROBE-ON and TAXI LIGHT-ON.
- 8.23.4. Night rear cockpit landings may be accomplished in an emergency only or when required for syllabus training.

Section E -- Weapons Procedures

8.24. Air-to-Surface:

- 8.24.1. For detailed descriptions, procedures, and target listings, refer to AFI 13-212V1/LAFB Sup 1, AFI 13-212V2, V3, and AFI 11-2F-16V3.
- 8.24.2. The minimum altitude for radar bombing events will be 500 ft AGL.
- 8.24.3. Clearing Pass. The first flight of the day to each tactical range (i.e., N/S/ETAC) will make a clearing pass (for personnel, vehicles, and/or animals) no lower than 500 ft AGL prior to

expending any ordnance. A dry clearing pass is not required for subsequent flights if: (a) range personnel, a FAC, or a departing flight confirms the range is clear, or (b) Range Operations relays that the range is clear from anyone listed in paragraph (a), provided that not more than **1 hour** has expired. Range Operations will consider the range clear unless reported otherwise by flights checking out.

8.24.4. Night Range Procedures:

8.24.4.1. The state of moon illumination and lux level is a required briefing item.

8.24.4.2. Visual hung bomb checks will not be accomplished without night vision goggles (NVG). If all releases cannot be accounted for with a spot, hung ordnance procedures will be followed.

8.25. Air-to-Air Gunnery. Flight leads are encouraged to use Butterfly or Combat Dart patterns if both members of the element have achieved initial Dart qualification and said patterns are within the capability of the tow aircraft.

Section F -- Abnormal Procedures

8.26. Airborne Emergency/SOF Procedures:

8.26.1. For Luke AFB, refer to LAFBI 11-203 for:

8.26.1.1. Hung/Unexpended Ordnance Procedures (para 6.9).

8.26.1.2. Hydrazine/Activated EPU Procedures (para 6.12).

8.26.2. For Gila Bend AFAF, refer to AFI 13-212V1/LAFB Sup 1 for:

8.26.2.1. Jettison of External Stores (para 2.9.5).

8.26.2.2. Hung/Unexpended Ordnance Procedures (para 2.9.4).

8.26.3. SOF Procedures.

8.26.3.1. During 56 FW normal flying operations there will be a 56 FW SOF in the tower. Therefore, when a 944 FW SOF is required at the same time, he will perform the duty in the squadron. When the 56 FW is not flying, the 944 FW will have a SOF in the tower.

8.26.3.2. During any airborne emergency attempt contact with the 944 FW SOF on UHF Channel 1 unless immediate assistance is required from the tower and/or the local traffic pattern will be affected (SFO, runway closure, barrier engagement, etc.).

8.26.3.3. If either the 56 FW tower SOF or 944 FW SOF on duty in the squadron receive information concerning emergencies, divers, early returns, or incidents involving 944 FW aircraft or deployed aircraft hosted by the 944 FW, that SOF will inform the other by hotline in

accordance with the Letter of Agreement covering the Coordination of Luke Air Force Base Supervisor of Flying.

8.26.4. Except when an actual or simulated flameout landing pattern is required, emergency aircraft will fly a precision/visual straight-in approach and remain on the assigned Single Frequency Approach (SFA) frequency, normally UHF Channel 9, until the in-flight emergency is terminated.

8.26.5. Refer to AFI 11-2F-16V3CH8/LAFB Sup 1, para 8.19.12 for Dropped Object Incident.

8.27. Jettison Procedures and Parameters:

8.27.1. In the vicinity of Luke AFB, refer to LAFBI 11-203, para 6.5, Jettison of External Stores (Immediate Emergency Jettison Not Required), for jettison procedures.

8.27.2. When in the Goldwater Air Force Range Complex or at Gila Bend AFAF, refer to AFI 13-212V1/LAFB Sup 1, External Stores Jettison Procedures, for jettison procedures, AFI 13-212V2 & V3.

8.27.3. Air-to-Surface Jettison Passes:

8.27.3.1. Practice/Inert Training Ordnance:

8.27.3.1.1. Altitude - IAW flight manual restrictions; however, no lower than 1,000 ft AGL and no higher than 17,000 ft MSL.

8.27.3.1.2. Recovery Maneuver - Maintain level to climbing flight path and visually check all stores released.

8.27.3.2. With live ordnance, in addition to the above procedures, the following apply:

8.27.3.2.1. In no case will the ordnance be jettisoned below the minimum safe escape altitude for a level jettison pass. Attempt to drop live ordnance above 3,000 ft AGL in case of Unexploded Ordnance (UXO) detonation.

8.27.3.2.2. The flight lead will determine and brief jettison procedures (hung secure, hung unsecure, weapon/rack) for the planned ordnance.

8.28. Hung/Unexpended Ordnance Procedures:

8.28.1. For Luke AFB, refer to LAFBI 11-203, para 6.9 hung/unexpended ordnance procedures.

8.28.2. For Gila Bend AFAF, refer to AFI 13-212V1/LAFB Sup 1, AFI 13-212V2 & V3 for hung/unexpended ordnance procedures.

8.29. Diversion Procedures. Refer to Hellion IFG and AFI 11-2F-16V3CH8/LAFB Sup 1 for detailed Divert Procedures.

8.30. Controlled Bailout Areas. Refer to LAFBI 11-203, para 6.3 for a description of the controlled bailout areas and procedures.

8.31. Simulated Flameout (SFO) Procedures:

8.31.1. For procedures to practice SFO approaches at Luke AFB and Gila Bend AFAF, refer to LAFBI 11-203 and AFI 11-2F-16V3CH8/LAFB Sup 1.

8.32. Search and Rescue Procedures. If a Search Air Rescue (SAR) Combat Air Patrol (CAP) (SARCAP) is required, the flight lead will assume duty as the on-scene commander.

8.32.1. If the flight lead is not available, the deputy flight lead or next in line in the formation will be the on-scene commander.

8.32.2. Communications should be established with the downed pilot on SAR primary (UHF 282.8) as soon as possible. Determine if special assistance is required and relay this information to the tower SOF.

8.32.3. If communications cannot be established, the on-scene commander will designate one aircraft to assume a low CAP position in an attempt to locate the survivor or the crash site. Obtain an inertial navigation system (INS) mark or tactical air to navigation (TACAN) cut and relay this information to the SOF.

8.32.4. Unnecessary information concerning the status of the downed pilot will not be transmitted on AETC or Guard frequencies.

8.32.5. The on-scene commander will ensure that an appropriate bingo fuel for the SARCAP operation is set and adhered to, in order to prevent further complications caused by an emergency fuel aircraft. If required, obtain assistance from another military aircraft to assume CAP duties prior to return to base (RTB).

Section G -- Off-Station Flights

8.33. Cross Country Procedures:

8.33.1. Refer to 944 FWI 11-201 for detailed cross country planning and approval procedures.

8.33.2. Minimum requirements for a cross country base:

8.33.2.1. Compatible Navigational Aids (NAVAIDS) and instrument approach.

8.33.2.2. 8,000 ft of runway and compatible arresting cables (BAK 6, BAK 9/E-27, BAK 12, BAK 13/E-28, BAK 14) or 9,000 ft of runway with no cables available. Exceptions require 944 OG/CC approval.

8.33.2.3. For airfields without an arresting cable, sufficient fuel must be available to divert to a field with suitable cables.

8.33.2.4. JP-4/JP-8 or JP-5 single point refueling and liquid oxygen (LOX) must be available.

8.33.2.5. For additional off station procedures, refer to the 944 FW Hellion IFG and 944 FWI 11-201.

CRAIG S. FERGUSON, Colonel, USAFR
Commander

Attachment 1 (Added)

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

944 FWI 11-201, *Cross Country Procedures*

944 FWI 11-402, *F-16 Flying and Ground Training for Pilots*

AFI 11-202V3/ACC Sup 1, *General Flight Rules*

AFI 11-2F-16V3CH8/Luke AFB Sup 1, *F-16 Pilot Operational Procedures*

AFI 13-212V1/LAFB Sup 1, *Weapons Ranges*

AFI 13-212V2, *Weapons Range Management*

AFI 13-212V3, *Hazard Methodology and Weapon Safety Footprints*

LAFBI 11-203, *Air Field Operations and Base Flying Procedures*

T.O. 4T-1-3, *Inspection Maintenance Instruction Storage and Disposition of Aircraft Tires and Innertubes*

Abbreviations and Acronyms

302 FS – 302d Fighter Squadron

56 FW – 56th Fighter Wing

944 FW – 944th Fighter Wing

944 OG/CC – 944th Operations Group Commander

944 OG/OGV – 944th Operations Group Standardization and Evaluation

ACC – Air Combat Command

ACM – Air Combat Maneuvers

ADI – Altitude Direction Indicator

AFTO – Air Force Technical Order

AFTP – Additional Flying Training Period

AHC – Advanced Handling Characteristics

AIM – Air Intercept Missile

ART – Air Reserve Technician

CADC – Central Air Data Computer

DACM – Dissimilar ACM

DBFM – Dissimilar BFM

EPU – Emergency Power Unit

Ft – feet

FTIT – Fan Turbine Inlet Temperature

FWI – Fighter Wing Instruction

IFG – In-Flight Guide

KIAS – Knots Indicated Air Speed

LOX – Liquid Oxygen

LPU – Life Preserver Unit

MFD – Multi-Function Display

MOC – Maintenance Operations Center

NAVAIDS – Navigational Aids

NLT – Not Later Than

NM – Nautical Mile

ORE – Operational Readiness Exercise

ORI – Operational Readiness Inspection

ORM – Operation Risk Management

RTB – Return to Base

SFA – Single Frequency Approach

T.O. – Technical Order

TACAN – Tactical Air to Navigation

TER – Triple Ejector Racks

TGM – Training Guide Munitions

UHF – Ultra High Frequency

UTA – Unit Training Assembly

UXO – Unexploded Ordnance