

**BY ORDER OF THE COMMANDER
AIR EDUCATION AND TRAINING
COMMAND**



**AIR FORCE INSTRUCTION 11-2F-16V3
AIR EDUCATION AND TRAINING COMMAND
Supplement 1
30 JUNE 2006**

Flying Operations

F-16 OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ AETC/A3FV

Certified by: HQ AETC/A3F
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Supersedes AFI11-2F-16V3_AETCSUP1,
11 September 2001

Pages: 5

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SUMMARY OF CHANGES

This publication has been substantially revised and must be completely reviewed. Added solo FTU x-wind restriction (paragraph **3.6.11. (Added)**); added dissimilar formation procedures (paragraph 3.9.91); added guidance for g-suit malfunctions (paragraph **3.14.2.3. (Added)**); and added comment regarding wind and sea state restrictions (paragraph **3.33. (Added)**).

3.6.2.1. (Added) Aircraft will takeoff toward a compatible arresting system when takeoff speed exceeds refusal speed.

3.6.11. (Added) Solo formal training unit (FTU) students, except current and mission qualified F-16 pilots, undergoing formal qualification courses, will not takeoff when the crosswind component, including gusts, exceeds 20 knots (dry runway) or 15 knots (wet runway).

3.6.12. (Added) Pilots may perform rolling takeoffs for air defense scrambles and for specific training or exercise tasking if approved by the OG/CC.

3.9.9.1. (Added) **Dissimilar Formations.** Dissimilar aircraft may be flown in the same formation if mission requirements dictate or to expedite traffic flow during departures and recoveries. Specific procedures will be thoroughly briefed before flight.

3.14.2.3. (Added) If the G-suit becomes disconnected, terminate all maneuvering until normal operation is reestablished. If the G-suit cannot be reconnected or any other G-suit or combat edge malfunction is suspected, terminate all air combat training (ACBT) maneuvering and go to an alternate mission with Gs limited to less than 2Gs. **Exception:** If only the combat edge vest malfunctions, aircrew may deselect PPG and limit maneuvering to below 6Gs.

3.20.8. (Added) **Night Operations.** For night operations, the destination (other than home station) and alternate (if required) must have an operational straight-in approach with glidepath guidance. Visual descent path indicator or precision guidance systems constitute acceptable glidepath guidance. Aircrews may perform approaches at facilities with no glidepath guidance if they descend no lower than the published minimum descent altitude.

3.23.5.5. (Added) Solo FTU students, except current and mission qualified F-16 pilots undergoing formal qualification courses, will land at an alternate, if possible, when the crosswind component, including gusts, exceeds 20 knots (dry runway) or 15 knots (wet runway).

3.23.5.6. (Added) Aircraft landing at preplanned destinations or alternates with less than 8,000 feet of runway length and without a compatible departure end arresting gear require specific approval by the OG/CC.

3.33. (Added) **Wind and Sea State Restrictions.** Units will restrict their flying operations when high winds or sea states would be hazardous to aircrew members in ejection situations. Flights are not permitted over land when steady state surface winds (forecast or actual) in training or operating areas exceed 35 knots. Over-water flights will not be permitted when forecast or actual wave heights exceed 10 feet or surface winds exceed 25 knots in training or operating areas. This is not intended to restrict operations when only a small portion of the route or area is affected. The OG/CC is the waiver authority.

4.10. (Added) **Pilot Weather Categories (PWC).** PWCs are designed to reduce the exposure of pilots with limited experience to the risks inherent during periods of low ceiling and visibility. **Table 4.1. (Added)** specifies PWC minimums.

Table 4.1. (Added) Pilot Weather Categories (PWC) for F-16 Aircrews.

I T E M	A	B	C
	PWC	Minimum Flying Hour Criteria	Takeoff and Approach Ceiling/Visibility Minimums
1	1	150 rated hours primary flight time in assigned aircraft and 600 hours total rated time, or 250 rated hours in the assigned aircraft and 450 hours total rated time.	Suitable published minimums or 300 ft and/or 1 mile (runway visual range 5,000 ft), whichever is greater.
2	2	A graduate of follow-on training who does not qualify for PWC 1.	Suitable published minimums or 500 ft and/or 1½ miles, whichever is greater.
3	3	A student enrolled in a formal follow-on training course after successful completion of a formal instrument evaluation in the assigned aircraft.	Suitable published minimums or 700 ft and/or 2 miles, whichever is greater.

4.10.1. (Added) Before assigning a lower weather category, a PWC 1 instructor must evaluate the pilot's instrument proficiency. When calculating total time for the purpose of PWC, do not include student, undergraduate flying training, or other flight time. F-16 hours include all series or mission types.

4.10.2. (Added) For all takeoffs and landings, use crosswind and runway condition reading limits from the aircraft technical order (TO) or aircraft-specific guidance, whichever is more restrictive.

4.10.3. (Added) Assignment of PWC 1 status is dependent on the pilot's demonstrated knowledge and performance in flight under PWC 2 operations and in aircrew training devices with low-visibility capability. The commander of the flying squadron the pilot is assigned or attached to will certify assignment to PWC 1. File PWC certification documentation in the pilot's flight training folder.

4.10.4. (Added) PWC 1 is the minimum for normal training or support missions. When overriding mission requirements dictate, OG/CCs may individually authorize highly experienced pilots to use published approach minimums. PWC 1 minimums apply to all current PWC 2 pilots for approaches at the home field.

4.10.5. (Added) If an instructor pilot (IP) is on board, aircrews may use the IP's PWC.

4.10.6. (Added) If a pilot is noncurrent in instrument approaches, increase the PWC minimums by one category. A pilot may regain currency with an IP in the aircraft or in a chase aircraft.

4.10.7. (Added) For formation approaches, the pilot with the most restrictive PWC minimums determines the flight's category.

4.10.8. (Added) Use the approach-end runway visual range to determine takeoff and landing criteria.

4.10.9. (Added) Units may place qualified pilots on air defense alert regardless of their PWC. When existing or forecast weather is below PWC minimums, place the pilot on mandatory alert status.

4.10.10. (Added) A squadron commander may assign student pilots previously qualified in the F-16 to PWC 2, depending on their experience level.

4.11. (Added) **Instrument Flight Rules (IFR).** In AETC, the following requirements (paragraphs **4.11.1. (Added)**[AETC] through 4.11.7 [Added][AETC]) apply to IFR:

4.11.1. (Added) For local flying operations, aircrews do not have to designate an alternate airfield if all of the following conditions exist (FAA Exemption No. 7389 and AFFSA/AETC Waiver No. 20002 to AFI 11-202, Volume 3, *General Flight Rules*):

4.11.1.1. (Added) Departure and destination airfields are the same, and flights are limited to local training areas.

4.11.1.2. (Added) An IP or examiner pilot is a crewmember.

4.11.1.3. (Added) Ceiling and visibility are reported and forecasted to remain above 1,500 feet and 3 miles, respectively, for estimated time of arrival (ETA) plus 2 hours.

4.11.2. (Added) Takeoff minimums (except active air defense missions) are specified in **Table 4.1. (Added)**. Base the decision to launch a local sortie on the existing weather and forecast for planned landing plus or minus 1 hour. Base the decision to launch nonlocal sorties on the existing weather at takeoff time.

4.11.3. (Added) Do not file to a destination unless the ceiling and visibility for the ETA, plus or minus 1 hour, is at or above the appropriate PWC or suitable published minimums, whichever is greater. See **Table 4.1. (Added)**.

4.11.4. (Added) Weather requirements for an alternate requiring radar on the only suitable approach are the same as for an alternate without a published approach procedure.

4.11.5. (Added) Do not commence a penetration, en route descent, or approach unless existing ceiling and visibility meet the requirements of **Table 4.1. (Added)**. During actual instrument meteorological conditions, a precision approach monitored by surveillance radar is the preferred approach. (This does not prevent instrument practice for other types of approaches if the ceiling and visibility are at or above minimums for the approach being flown.)

4.11.6. (Added) After commencing a penetration or approach and if weather is reported below the required PWC or published minimums (ceiling or visibility), the pilot may continue the approach to the PWC or published minimums, whichever is higher. The PWC decision height or minimum descent altitude will be determined by reference to the touchdown-zone elevation (TDZE) for straight-in approaches and field elevation for circling approaches. Use field elevation if TDZE is unavailable. The pilot may descend below the decision height or minimum descent altitude if (1) the aircraft is in a position to make a normal approach to the runway of intended landing, and (2) the pilot can clearly see the approach threshold of the runway, approach lights, or other markings identifiable with the approach end of the runway. In all cases, the pilot will comply with the last clearance received until obtaining a revised clearance.

CAUTION

The use of PWC minimums on a precision approach may require a pilot to execute a missed approach prior to the published decision height. In these instances, upon reaching PWC minimums and making the decision not to continue the approach, the pilot should start a climb immediately while proceeding to the nonprecision missed approach point (MAP). On reaching the nonprecision MAP, the pilot should continue with the published missed approach procedure.

8.3. (Added) **Forms Adopted.** AF Form 847, *Recommendation for Change of Publication*.

NOTE: The following are added to Attachment 1:

References

AFMAN 37-123, *Management of Records*

Air Force Records Disposition Schedule (RDS) (https://afrims.amc.af.mil/rds_series.cfm)

Abbreviations and Acronyms

ETA—estimated time of arrival

OG/CC—operations group commander

PWC—pilot weather category

TDZE—touchdown-zone elevation

TO—technical order

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