

CAP-USAF INFLIGHT GUIDE

MISSION PLANNING

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MISSION PLANNING GUIDE

1. FCIF SIGNED OFF
2. CHECK CURRENCY IN AIRCRAFT
3. FLIGHT AUTHORIZATION & CAP-USAF Form 16
4. NOTAMS (MILITARY and FAA)
5. CRITICAL ACTION PROCEDURE REVIEW
6. WEATHER BRIEFING (3-2071)
7. CHECK BIRD AVOIDANCE MODEL (BAM)
 - Online: <http://www.usahas.com/bam/>
8. PPR (IF REQUIRED)
9. WEIGHT & BALANCE
10. FORM 70 (FLIGHTS > 200 MILES, if desired)
11. FLIGHT PLAN FILED
 - Flight Plan - Emergency #s -
Duty Hrs—(334) 953-6986
Non-duty Hrs-- (334) 953-2862/7333
12. MISSION KIT & SURVIVAL KIT
13. FLIP KIT
14. AIRCRAFT PACKAGE (WITH KEYS)
15. CONFIRM AIRCRAFT, LOCATION, AND FUEL
16. FUEL CREDIT CARD
17. PORTABLE GPS (IF DESIRED)
18. AIRCREW BRIEFING

GENERAL MISSION BRIEFING GUIDE

1. GENERAL

- a. Time Hack
- b. PIC/Call Sign/Tail Number
- c. Med Status, Crew Rest,
- d. Rings, Jewelry, Scarf, Required Clothing
- e. FCIF
- f. Aircraft Fuel State, Weight and Balance, MX Status

2. MISSION

- a. Mission/Flight Requirements
- b. Takeoff Time
- c. Weather—Existing, Forecast, Required
- d. NOTAMS—Airfield Summaries, NOTAM publication
- e. Bird Avoidance Model? Airfield Bird Condition?

3. TAKEOFF/DEPARTURE

- a. Planned Runway
- b. Departure Routing
- c. Assigned Area
- d. Satellite Airfield Operations

4. AREA WORK

- a. Maneuver Profile
- b. Parameters

5. RECOVERY

- a. Corridor/Arrival Routing
- b. Pattern Entry

6. PATTERN WORK

- a. Pattern Profile
- b. Wake Turbulence/Spacing
- c. Pattern Altitudes

7. ADDITIONAL INFORMATION

- a. Clearing/Areas of Potential Conflict
- b. Checks/Radio Procedures
- c. Transfer of Aircraft Control
- d. Required Fuel for Mission

GENERAL MISSION BRIEFING GUIDE (Cont.)**8. EMERGENCY PROCEDURES**

- c. Crew Responsibilities
- d. Takeoff Emergencies
- e. Emergency Ground Egress
- f. Physiological Incident
- g. Emergency Divert Airfields

9. ORM CONSIDERATIONS**10. QUESTIONS?**

PASSENGER/ORIENTATION BRIEFING GUIDE

1. **GROUND OPERATIONS**
 - a) Call Sign/Takeoff Time
 - b) Ramp Safety/FOD Considerations
 - c) Switches/Levers/Headsets
 - d) Seat Position/Strap-in Procedures
2. **FLIGHT OVERVIEW**
 - a) Takeoff/Departure Procedures
 - b) Route of Flight
 - c) Clearing
 - d) Transfer of Aircraft Control
3. **EMERGENCY PROCEDURES**
 - a) Emergency Ground Egress
 - b) Takeoff/Abort Conditions
 - c) Inflight:
 - Birdstrike
 - Physiological - airsickness, Ear/Sinus Block
4. **PROHIBITIONS**
 - a) Radios/Cameras
 - b) Flammable items on board
 - c) Alcohol or Drugs
 - d) Personal Electronic Equipment
5. **NOTES TO IP**
 - a) IP will fly aircraft at all times while in the traffic pattern
 - b) No touch-and-go's. Conduct full stop landings only.
 - c) Do not practice emergency procedures
 - d) No stalls, spins, or unusual attitude recoveries
 - e) Mission Symbol: S-1

WEATHER BRIEFING GUIDE

DEPARTURE

Winds	Temp	Density Altitude	Runway length	Runway Alignment
Ceiling	Visibility	NOTAMS		

Climb Data

Winds	Temp
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Cruise Data

Winds	Turbulence	Tstms	Icing
Min Ceilings	Cloud Tops	Nearest VFR	NOTAMS

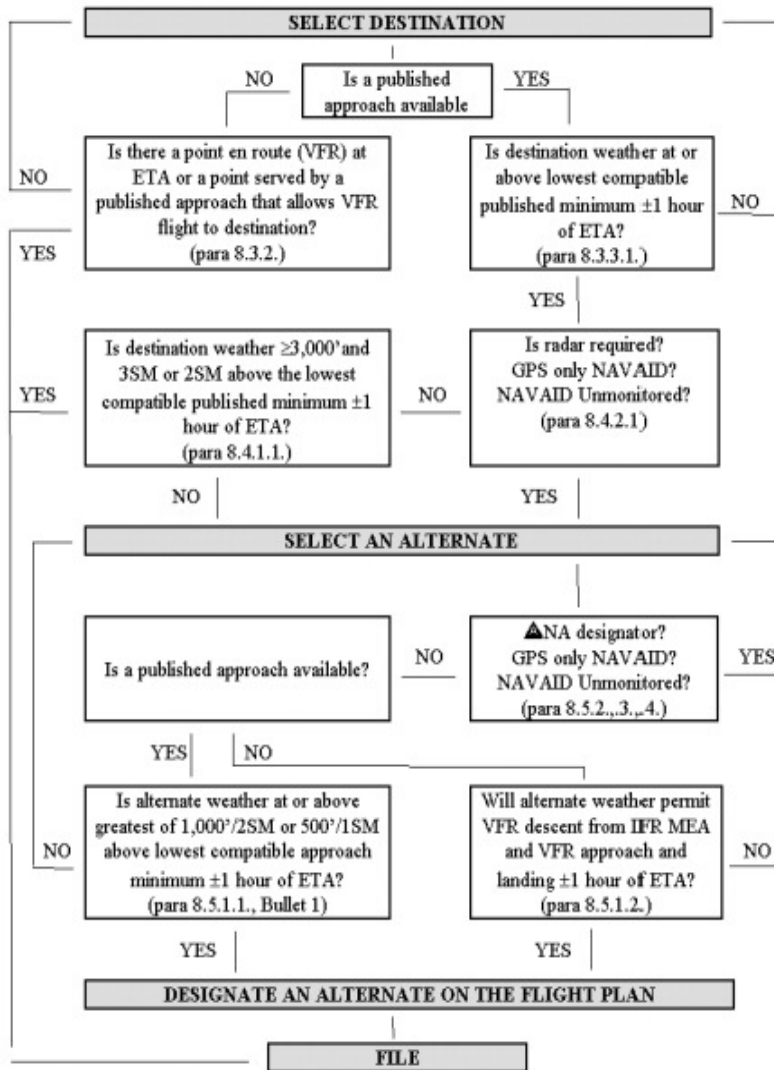
ARRIVAL DATA

Winds	Temp	Density Altitude	Runway length	Runway Alignment
Ceiling	Visibility	NOTAMS		

ALTERNATE DATA

Winds	Temp	Density Altitude	Runway length	Runway Alignment
Ceiling	Visibility	NOTAMS		

Weather Requirements Guide



INSTRUMENT COCKPIT CHECK

Publications--Current

Pitot Heat--Proper Operation

Attitude Indicator

- Warning Flag Not Visible
- Erect-bank pointer aligned with zero bank index
- Pitch Trim Knob-alignment and limits
- Set pitch and roll to zero trim

Magnetic Compass--check for accuracy of heading-
Compare to known heading

Clock: wound and running with correct time

VVI: pointer at zero

Altimeter:

- Set the current altimeter setting
- Check at known elevation
- Check indicates approximate field elevation
- Do not accept if out of tolerance: +/- 75'

Heading Indicator:

- Check correct heading
- Off flags not visible

Airspeed Indicator-pointer at or near zero

Navigation Equipment:

- Tune and identify
- Self test (if able)
- VOR Check Within Last 30 Days (Plus/Minus 4°)
- CI - Full-Scale deflection at 10°

RMI: proper indication during turns

Turn and Slip: proper needle movement and ball free in race

INSTRUMENT DEPARTURE GUIDE

1. Prior to departing
 - Consider terrain and obstructions
 - use IAP charts, Mk I eyeball, sectionals, topographic charts, local experience (as needed)
 - Determine if SID, radar vector departure, or published departure procedure is available (check IFR SUP for **(R)** in communications section)
2. Minimum Climb Gradients
 - Ensure you can meet or exceed any published gradient
 - Cross departure end of runway at least 35 feet AGL
 - Make initial turn when above 400' AGL
 - Climb at least 200'/nm (unless higher gradient published)
3. Departure considerations
 - Instrument departures from fields without SIDs, radar vectors, or published departure procedure have been prohibited by the Air Force unless climb to MEA can be made in VFR conditions
 - Priority for selecting departure types
 - SIDs
 - Radar vectors
 - Published Departure Procedures

INSTRUMENT APPROACH GUIDE

Review Approach

(I-SHAFT-M)

1. Identify Proper Page And Approach
2. Speeds
3. Headings
4. Altitudes
5. Frequencies
6. Timing
7. Missed Approach Procedure

Weather: Ceiling and Visibility

Minimums to start approach

Special Considerations (snow, fog, etc.)

ATIS

Nav aids: tuned and identified course indicator set

Communications:

Primary Frequencies

Secondary Frequencies

Lost Com. Procedure

Airfield Environment:

Elevation

Obstacles

Emergency Safe Sector Altitudes

VASI/Visual Aids

Pilot-not-Flying Duties:

Scan outside and engine instruments

call 100' above DH/MDA

call 100' off altitude or 5° off heading

call field in sight or go around

Before Landing Check: accomplish

FREQUENCY PAIRING CHART

TACAN Channel	Frequency Pairing Mhz	TACAN Channel	Frequency Pairing Mhz	TACAN Channel	Frequency Pairing Mhz
17	108.00	50	111.30	93	114.60
18	108.10	51	111.40	94	114.70
19	108.20	52	111.50	95	114.80
20	108.30	53	111.60	96	114.90
21	108.40	54	111.70	97	115.00
22	108.50	55	111.80	98	115.10
23	108.60	56	111.90	99	115.20
24	108.70	57	112.00	100	115.30
25	108.80	58	112.10	101	115.40
26	108.90	59	112.20	102	115.50
27	109.00	70	112.30	103	115.60
28	109.10	71	112.40	104	115.70
29	109.20	72	112.50	105	115.80
30	109.30	73	112.60	106	115.90
31	109.40	74	112.70	107	116.00
32	109.50	75	112.80	108	116.10
33	109.60	76	112.90	109	116.20
34	109.70	77	113.00	110	116.30
35	109.80	78	113.10	111	116.40
36	109.90	79	113.20	112	116.50
37	110.00	80	113.30	113	116.60
38	110.10	81	113.40	114	116.70
39	110.20	82	113.50	115	116.80
40	110.30	83	113.60	116	116.90
41	110.40	84	113.70	117	117.00
42	110.50	85	113.80	118	117.10
43	110.60	86	113.90	119	117.20
44	110.70	87	114.00	120	117.30
45	110.80	88	114.10	121	117.40
46	110.90	89	114.20	122	117.50
47	111.00	90	114.30	123	117.60
48	111.10	91	114.40	124	117.70
49	111.20	92	114.50	125	117.80
				126	117.90

STRANGE FIELD GUIDE

1. Consult with Transient Alert personnel (if necessary) for assistance with maintenance, fuels, tie-downs, and hangar space.
2. Conduct thorough post-flight using Pre-Flight Checklist.
3. Complete aircraft log.
4. Ensure chock(s) in place, aircraft tied down, and control/gust locks installed.
5. Ensure aircraft is grounded properly and pitot cover is in place.
6. Obtain post-flight weather brief for RON. Ensure aircraft is protected properly for weather conditions. Ensure maintenance personnel are familiar with aircraft moving procedures. Ensure doors and windows are locked if leaving the aircraft.

CROSSWIND TAB DATA

Wind Speed Knots	DEGREES OFF OF RUNWAY HEADING								
	10°	20°	30°	40°	50°	60°	70°	80°	90
10	2	3	5	6	8	9	9	10	10
11	2	4	6	7	8	10	10	11	11
12	2	4	6	8	9	10	11	12	12
13	2	4	7	8	10	11	12	13	13
14	2	5	7	9	11	12	13	14	14
15	3	5	8	10	12	13	14	15	15
16	3	6	8	10	12	14	15	16	16
17	3	6	9	11	13	15	16	17	17
18	3	6	9	12	14	16	17	18	18
19	3	7	10	12	15	16	18	19	19
20	4	7	10	13	16	17	19	20	20
21	4	7	11	14	16	18	20	21	21
22	4	8	11	14	17	19	21	22	22
23	4	8	12	15	18	20	22	23	23
24	4	8	12	16	18	21	23	24	24
25	4	9	13	16	19	22	23	25	25
26	5	9	13	17	20	23	24	26	26
27	5	9	14	17	21	23	25	27	27
28	5	10	14	18	21	24	26	28	28
29	5	10	15	19	22	25	27	29	29
30	5	10	15	19	23	26	28	30	30

CAP-USAF Wind Limitations

- 15 knot crosswind or aircraft's maximum demonstrated crosswind component for takeoff or landing (whichever is less)
- 30 knots any direction for taxi, takeoff, and/or landing (reduced to 15 knots when operating on ice or snow packed conditions)

FAA FLIGHT PLAN ITEMS

1. TYPE
 - IFR/VFR/DVFR
2. AIRCRAFT IDENTIFICATION
3. AIRCRAFT TYPE/EQUIPMENT CODE
 - A--DME, Transponder with Altitude Encoding
 - B--DME, Transponder with no Altitude Encoding
 - C--RNAV, Transponder with no Altitude Encoding
 - D--DME, No Transponder
 - G--GPS IFR Approach Capability with Altitude Encoding
 - R--RNAV, Transponder with Altitude Encoding
 - T--Transponder with no Altitude Encoding
 - U--Transponder with Altitude Encoding
 - X--No Transponder
4. TRUE AIRSPEED
5. DEPARTURE POINT
6. PROPOSED DEPARTURE TIME
7. CRUISING ALTITUDE
8. ROUTE OF FLIGHT
9. DESTINATION
10. ESTIMATED TIME ENROUTE
11. REMARKS (USAF CONTRACT RENTAL)
12. FUEL ON BOARD
13. ALTERNATE AIRPORTS
14. PILOT'S NAME, ADDRESS, & PHONE NUMBER
15. NUMBER ABOARD
16. COLOR OF AIRCRAFT
17. DESTINATION CONTACT

Weather/NOTAMS can be obtained from the regional Flight Service Station (FSS) by calling:

- (800) WX-BRIEF
- (800) 992-7433

FAA FLIGHT PLAN

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION FLIGHT PLAN		(FAA USE ONLY) <input type="checkbox"/> PILOT <input type="checkbox"/> VNR <input type="checkbox"/> STOPOVER		Form Approved OMB NO. 2120-0026	SPECIALIST INITIALS
1. TYPE VFR IFR DVFR	2. AIRCRAFT IDENTIFICATION	3. AIRCRAFT TYPE/SPECIAL EQUIPMENT	4. TRUE AIRSPEED KTS	5. DEPARTURE POINT	6. DEPARTURE TIME PROPOSED (Z) ACTUAL (Z)
8. ROUTE OF FLIGHT		7. CRUISING ALTITUDE			
9. DESTINATION (Name of airport and city)		10. EST. TIME ENROUTE HOURS MINUTES		11. REMARKS	
		12. FUEL ON BOARD HOURS MINUTES			
13. ALTERNATE AIRPORT(S)		14. PILOT'S NAME, ADDRESS & TELEPHONE NUMBER & AIRCRAFT HOME BASE		15. NUMBER ABOARD	
16. COLOR OF AIRCRAFT		17. DESTINATION CONTACT TELEPHONE (OPTIONAL)			

CIVIL AIRCRAFT PILOTS: FAR Part 91 requires you file an IFR flight plan to operate under instrument flight rules in controlled airspace. Failure to file could result in a civil penalty not to exceed \$1,000 for each violation (Section 901 of the Federal Aviation Act of 1958, as amended). Filing of a VFR flight plan is recommended as a good operating practice. See also Part 99 for requirements concerning DVFR flight plans.

FAA Form 7233-1 (8-82) CLOSE VFR FLIGHT PLAN WITH _____ FSS ON ARRIVAL

GO/NO-GO ITEMS

A/R = As Required

Inoperative Component	Day VFR	IFR	Night VFR	Cross Country
IFF & Mode C	NO-GO	NO-GO	NO-GO	NO-GO
Radio: Trans & Rec (may go w/one radio)	NO-GO	NO-GO	NO-GO	NO-GO
ILS	A/R	A/R	A/R	A/R
VOR	A/R	NO-GO	A/R	NO-GO
DME	GO	GO	GO	GO
ADF/Mkr Bcn/GPS	GO	GO	GO	GO
Strobe/Rot Bcn (1)	NO-GO	NO-GO	NO-GO	NO-GO
Navigation Lights	GO	NO-GO	NO-GO	A/R
Landing Light (2)	NO-GO	NO-GO	NO-GO	NO-GO
Interior Lights (3)	GO	NO-GO	NO-GO	A/R
Airspeed Indicator	NO-GO	NO-GO	NO-GO	NO-GO
Altimeter	NO-GO	NO-GO	NO-GO	NO-GO
Mag Direct Indicator	NO-GO	NO-GO	NO-GO	NO-GO
Gyro Direct Indicator	GO	NO-GO	NO-GO	NO-GO
Attitude Indicator (4)	GO	NO-GO	NO-GO	A/R
Tachometer	NO-GO	NO-GO	NO-GO	NO-GO
Oil Pressure Gauge	NO-GO	NO-GO	NO-GO	NO-GO
Oil Temp Gauge	NO-GO	NO-GO	NO-GO	NO-GO
Manifold Pressure (Variable Pitch Prop)	NO-GO	NO-GO	NO-GO	NO-GO
Fuel Gauge (any)	NO-GO	NO-GO	NO-GO	NO-GO
Landing Gear Indicator(s)	NO-GO	NO-GO	NO-GO	NO-GO
Safety Belts	NO-GO	NO-GO	NO-GO	NO-GO
ELT	NO-GO	NO-GO	NO-GO	NO-GO
Rate of Turn Ind. (5)	GO	NO-GO	GO	A/R
Slip-skid Indicator	GO	NO-GO	GO	A/R
Clock/watch	GO	NO-GO	GO	A/R
Alternator or Generator	NO-GO	NO-GO	NO-GO	NO-GO
Flashlight	GO	NO-GO	NO-GO	A/R
Pitot Heat (6)	GO	NO-GO	NO-GO	NO-GO

Notes:

1. Strobe or Rotating Beacon required for all flights
2. Landing or taxi light required for all flights
3. Sufficient to adequately illuminate instrument panel
4. Rate of Turn Indicator must be operable to go
5. Attitude Indicator must be operable to go
6. May go in day VFR unless vis. moisture or above freezing level

OFF STATION GO/NO-GO

Prior to departing for an off-station remain-over-night (RON) mission, the PIC will ensure all Go/No-Go items listed in the local procedures will remain current for the duration of the scheduled off-station mission plus two (2) days.

Prior to any off-station flights conducted after the first day of mission, the PIC will telephone or email home station to verify all pre-departure Go/No-Go information is current.

Primary:	XOV	493-4232	334-318-2129
Secondary:	XO	493-7467	334-224-2499
Alternates:	SE	493-5400	334-224-2464
	CV	493-6987	334-224-2334
	CC	493-6986	334-717-9062

The PIC will brief all crewmembers any changes prior to subsequent sorties.

CAP-USAF Preflight Operational Risk Management Checklist			
PILOT	Low	Medium	High
Flight Experience (total)	> 1000 hrs	250 - 1000	< 250 hrs
Flight Duty Period	< 8 hours	8-10 hrs	10-12 hrs
Sortie Length (flight hrs)	< 2.5	> 2.5 < 4.0	> 4.0
Last time flew this type of sortie	< 20 days	20-60 days	> 60 days
Human Factors (stresses)	None	Heightened	Visible Stress
AIRCRAFT & MSN			
Airfield(s)	Familiar	Unfamiliar	Unfamiliar, grass
Total Time in Aircraft	> 50 hours	25-50 hrs	< 25 hrs
Last flew in aircraft type	< 30 days	30 - 60 days	> 60 days
WEATHER (worst case) Actual or Forecast			
Temperature (°F)	15 to 80	< 15 or > 80	< 5 or > 90
Crosswinds	< 10 knots	10 – 14 knots	15 knots
Weather	VFR	IFR > 1000/2	IFR < 500/1
Time of Day	Day	Day IMC or Night	Night IFR
<p>Instructions: Circle any applicable MED or HIGH items.</p> <ul style="list-style-type: none"> • One (1) item in MED column places flight in MED ORM category • > 2 items in MED column places flight in HIGH ORM category • One (1) item in HIGH column places flight in HIGH ORM category <p>Prior to stepping to fly, if:</p> <ul style="list-style-type: none"> • LOW risk: No additional release is required. • MED risk: Aircraft Commander must talk directly with the issuing authority of the flight orders. If unavailable, contact the Operations Officer or designated authority. • HIGH risk: Aircraft Commander must talk directly with the Operations Officer or designated authority to discuss risk mitigation. 			

COMM/NAV FREQUENCIES**COMMUNICATION**

MAXWELL ATIS.....	134.70
MAXWELL GROUND.....	127.15
MAXWELL TOWER.....	118.15
MAXWELL DISPATCH.....	122.85
MONTGOMERY APP (NORTH).....	121.20
MONTGOMERY APP (SOUTH).....	124.00
MONTGOMERY ATIS.....	120.67
MONTGOMERY TOWER.....	119.70
MONTGOMERY GROUND.....	121.70
MONTGOMERY CLEARANCE.....	118.30
PRATTVILLE UNICOM.....	122.80
WETUMPKA UNICOM.....	123.05
LUVERNE UNICOM.....	122.80
SELMA UNICOM.....	122.70
FLIGHT WATCH.....	122.00
ANNISTON FSS.....	122.20/122.55/122.5

NAVIGATION

MONTGOMERY VORTAC (MGM).....	112.1
MGM ILS 28.....	108.5
MGM ILS 10.....	109.9
MARRA NDB (MG).....	245
MAXWELL TACAN (DME) (MXF).....	115.0
MAXWELL LOCALIZER.....	109.3
JUNIOR VOR/DME (JYU).....	113.6
SELMA ILS 33.....	110.5
POLLK NDB (SE).....	344

DIVERSION FIELDS

Location	ICAO	Radial/DME	Longest Runway	Freq	IAP ?	Distance from MXF
Alexander City	ALX	MGM 025/45	4,400	122.7	Y	38
Andalusia	79J	MGM 186/55	5,000	122.8	Y	65
Anniston	ANB	MGM 017/85	7,008	123.6	Y	77
Auburn-Opelika	AUO	MGM 058/51	5,265	123.0	Y	51
Birmingham	BHM	MGM 347/83	10,000	119.9	Y	74
Cairns AAF	OZR	MGM 153/65	5,000	135.2	Y	74
Columbus, GA	CSG	MGM 077/72	6,998	120.1	Y	73
Dannelly Fld	MGM	MGM 318/06	9,001	119.7	Y	5
Greenville	PRN	MGM 215/27	3,800	122.8	Y	35
Luverne	04A	MGM 176/29	4,600	122.8	N	39
Prattville	1A9	MGM 325/16	5,400	122.8	Y	9
Selma	SEM	MGM 284/35	8,000	122.7	Y	32
Troy	TOI	MGM 145/27	5,010	124.3	Y	36
Tuscaloosa	TCL	MGM 315/89	6,499	126.3	Y	81
Tuskegee	06A	MGM 068/36	5,003	122.8	Y	35
Wetumpka	08A	MGM 360/18	3,001	123.05	Y	9

EMERGENCY PROCEDURES

1. **DECLARATION:** Time permitting, notify controlling agency of:

- a. Type aircraft, call sign, and tail number
- b. Nature of emergency
- c. Position
- d. Estimated time to landing
- e. Number of personnel on board
- f. Fuel remaining in minutes

2. **RADIO FAILURE:**

WARNING

USE EXTREME CAUTION.
WATCH FOR TRAFFIC CONFLICTS.

- a. Perform Checklist Procedures
- b. IFF Procedures: Set code to 7600 for the remainder of the flight.
- c. Ground: Turn aircraft towards tower and flash landing light. Watch tower for light signals.
- d. Airborne: In the Pattern
 - (1) In the Area: Recover to airfield via the normal recovery procedures making radio calls in the blind. Maneuver as necessary to determine direction of traffic. **Clear!**
 - (2) Turn on landing light, fly the normal pattern and land. Watch tower for light signals. **Clear!** Make all radio calls in the blind.
 - (3) Reference E-5 Standard Light Signals
 - (4) Other Local Fields: Follow normal pattern procedures, make radio calls in the blind, clear and land.
 - (5) Uncontrolled fields: Remain 500' above the published pattern altitude while determining the landing Rwy using established pattern traffic or wind indicators, then maneuver to join the traffic pattern and land.
- e. Airborne IFR Operations: Two-way Radio Communications Failure.
 - (1) *General.* Unless otherwise authorized by ATC, each pilot who has radio communications failure when operating under IFR shall comply with the rules of this section.
 - (2) *VFR conditions.* If the failure occurs in VFR conditions, or if VFR conditions are encountered, continue the flight under VFR and land as soon as practicable.
 - (3) *IFR conditions.* If the failure occurs in IFR conditions, or if paragraph (b) of this section can not be complied with, each pilot shall continue the flight according to the following:

- (4) *Route.*
 - (a) By the route assigned in the last ATC clearance;
 - (b) If being radar vectored, by the direct route from the point of radio failure to the fix, route, or airway specified in the vector clearance;
 - (c) In absence of assigned route, by route that ATC has advised may be expected in a further clearance; or
 - (d) In the absence of an assigned route or a route that ATC has advised may be expected in a further clearance, by the route filed in the flight plan.
 - (5) *Altitude.* At the highest of the following altitudes or flight levels for the route segment being flown:
 - (a) The altitude or flight level assigned in the last ATC clearance received;
 - (b) The minimum altitude (converted, if appropriate, to minimum flight level as prescribed in 91.121(c)) for IFR operations; or
 - (c) The altitude or flight level ATC has advised may be expected in a further clearance.
 - (6) *Leave clearance limit.*
 - (a) When the clearance limit is a fix from which an approach begins, commence descent or descent and approach as clearance is received, or if one has not been received, as close as possible to the estimated time of arrival, (with ATC) estimated time en route.
 - (b) If the clearance limit is not a fix from which an approach begins, leave the clearance limit at the expect-further-clearance time if over the clearance limit, and proceed to a fix from which an as close as possible to the estimated time of arrival as calculated from the filed or amended (with ATC) estimated time en route.
- f. Operation under IFR in controlled airspace: Malfunction reports.
- (1) The pilot in command of each aircraft operated in controlled airspace under IFR shall report as soon as practical to ATC any malfunctions of navigational, approach, or communication equipment occurring in flight. In each report, the pilot shall include the following:
 - (a) Aircraft identification;
 - (b) Equipment affected;
 - (c) Degree to which the capability of the pilot to operate under IFR in the ATC system is impaired; and nature and extent of assistance desired from ATC.

3. LOST PROCEDURES

- a. Climb to 5,000'. Maintain VFR cloud clearances.
- b. Verify fuel remaining. Establish flight at maximum endurance.
- c. Tune in the local VOR, based upon last known position.
- d. Attempt to contact approach control.
- e. If unable to establish radio contact, set code 7700 in the transponder. Call "Mayday" 3 times on Guard 121.5.
- f. Use the Cruise and Range Performance Table in the POH.
- g. If unable to get reoriented, land before fuel is exhausted. Select a good field and fly a low approach to see if it is suitable for landing. If so, determine the direction of the wind and land.
- h. During duty hours call MAFB 800-673-9356 enter code 497 when prompted and dial extension 3-6986. During non-duty hours call the same number and dial extension 3-7333, Maxwell AFB CP.
- i. If habitation is not within sight, stay with the aircraft. Use the survival kit located in the aircraft.

4. PITOT STATIC MALFUNCTION

- a. If icing is suspected, turn on pitot heat and open emergency static vent if necessary,
- b. If airspeed indicator proves unreliable, fly straight-in approach using approximate power settings and pitch attitudes to maintain desired airspeeds.
- c. Initiate a go-around if you receive any stall warning.

5. PHYSIOLOGICAL INCIDENT

- a. Declare emergency if the situation requires immediate medical attention.
- b. Fly straight-in approach

6. ENGINE STOPPAGE CHECKLIST

- a. As soon as conditions permit, record the following parameters (at the time of engine failure). Submit information to HQ CAP-USAF/SE.
 - (1) MANEUVER:
 - (2) ALTITUDE:
 - (3) AIRSPEED:
 - (4) ENGINE:
 - (a) RPM
 - (b) MAN PRESSURE
 - (c) OIL TEMP
 - (d) OIL PRESSURE
 - (e) FUEL PUMP: ON OFF
 - (f) TIME INTO SORTIE

NOTE: Once the aircraft is on the ground, It Is impounded. Do not allow anyone to restart it.

- b. A written report from the Pilot in command detailing the complete mission from engine start to engine stop should be completed and given to maintenance. It should include:
 - (1) Details of engine start
 - (2) Taxi
 - (3) Flight Profile
 - (4) Engine idle RPM
 - (5) Magneto Drop during Magneto Check
 - (6) All data recorded above
 - (7) Total flying hours for A/C
 - (8) Ambient temperature on the ground

7. NEAR MISS

- a. Notify Controlling Agency: Report type of aircraft, tail number, altitude, direction and time
- b. Squawk IDENT if applicable
- c. Contact Safety and fill out an AF Form 651 (Hazardous Air Traffic Report) HATR

8. REPORTABLE INCIDENTS

All pilots ensure that any events listed below are reported to HQ
CAP-USAF/XO

9. AIRCRAFT INCIDENT REPORT

- a. Aircraft or engine damage
- b. Engine shutdown with intent to fly
- c. Loss of thrust
- d. Aircraft fire
- e. Fuel leak or toxic/corrosive spill
- f. Flight control malfunction
- g. Indications of structural failure
- h. In flight loss of pitot static
- i. Physiological incident
- j. Bird strikes
- k. Dropped objects
- l. Any other unusual event

10. STANDARD LIGHT SIGNALS

Directional Light Toward Aircraft	Aircraft on Ground	Aircraft in Flight
Steady Green	Cleared for Takeoff	Cleared to Land
Flashing Green	Cleared to Taxi	Return for Landing <i>(Followed by steady green)</i>
Steady Red	STOP	Give Way to Other Aircraft and Continue Circling
Flashing Red	Taxi Clear of Landing Area/ Runway in Use	AIRPORT IS UNSAFE DO NOT LAND
Flashing White	Return to Starting Point on Airport	
Alternating Red and Green	EXERCISE EXTREME CAUTION	EXERCISE EXTREME CAUTION