

**BY ORDER OF THE COMMANDER
AIR FORCE FLIGHT TEST CENTER (AFMC)
EDWARDS AIR FORCE BASE CA 93524**

AFFTC INSTRUCTION 11-15

1 March 1999

Flying Operations

**SCHEDULING PROCEDURES FOR AIRCRAFT
AND AIR/GROUND SUPPORT**



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This instruction establishes the Air Force Flight Test Center (AFFTC) procedures for scheduling aircraft, air/ground support, and/or resources at AFFTC, Edwards AFB. It prescribes policies and functional responsibilities and applies to all personnel authorized to use AFFTC resources.

SUMMARY OF REVISIONS

Revises/updates user responsibilities concerning changes, add-ons and deletions/ cancellations (para 2); adds guidance on ground test operations (GTOs) (para 3); changes the airfield operation during non-duty hours notification (para 2.7); alters procedures for overtime and weekend support (para 2.8); further defines the hazardous test designation on the printed schedule (para 2.10); adds duty officer situation code assessment responsibilities (para 5.2.7); updates Center Scheduling operations, including Daily Scheduling timelines(para 3 through 5); changes monthly scheduling requirements (para 6); deletes the AFSC/ AFFTC Form 17 requirement (para 7.3 and atch 6); changes the Cost Recovery Decision Chart (atch 2); changes and updates the weekly and daily scheduling process/timelines attachments (atch 3 and 4); adds a situation code listing (atch 6.)

1. Responsibilities:

- 1.1. The 412th Test Wing Commander (412 TW/CC) will establish and maintain a Center Scheduling Office authorized to coordinate and schedule AFFTC resources required to conduct all ground/ flight tests, test support, and operational flying at Edwards AFB.
- 1.2. Center Scheduling (412 OSS/OSCS) is divided into three functional areas. Their responsibilities are:

1.2.1. Forecast (Weekly) Scheduling provides long-range planning, coordination, and scheduling of AFFTC resources required to conduct ground/flight tests, test support, and operational flying at Edwards AFB IAW guidelines set in this instruction; and finalizes the weekly schedule.

1.2.2. Daily Scheduling provides confirmation of missions on the weekly schedule one workday prior to the mission, and accepts add-ons, changes, and mission deletions. They are responsible for deconflicting telemetry/communication frequencies, designated low level training routes, IR/VR routes, and spin test areas. They also provide printouts of the daily schedule.

1.2.3. Real Time Scheduling (Current Operations) is responsible for coordinating Realtime changes, flight extensions, mission support deletions, and mission cancellations/aborts on the daily schedule. They are also responsible for Realtime deconfliction of telemetry/communication frequencies, designated low level training routes, IR/VR routes, and spin test areas. Current Operations, using the radio call sign CONFORM on 304.0 MHz provides flight following between 0600-1700 on workdays, and on an as-needed basis at other times. At all other times, CONFORM is manned by the Command Post on a limited basis.

1.3. AFFTC Command Post (95 ABW/CP): Will provide aircraft flight following when Current Ops is not manned. Will provide information concerning mission cancellations and changes to Current Ops when relieved of flight- following responsibilities.

1.4. SPORT Radar Control Facility (RCF) (412 OSS/OSAR): SPORT RCF provides multiple services to AFFTC flight test aircraft using Restricted Area 2515; the Barstow East and West and Buckhorn Military Operation Areas (MOAs); and Air Traffic Control Assigned Airspace. SPORT is responsible for providing both Air Traffic Control services for aircraft arriving and departing Edwards AFB, and provides test mission support to include traffic advisories, safety and boundary advisories, and airspace coordination. SPORT conducts range weapon/stores releases and confirms accurate footprint data is available (when necessary) to ensure the safety of both air and ground crews during air-to-ground weapons/stores deliveries. Normal hours of SPORT operations are 0600 to 2000 local Monday through Friday. After-hour support must be coordinated with SPORT 72 hours in advance to ensure personnel will be available to support the mission.

1.5. The Range Squadron (412 TW/TSR) will provide:

1.5.1. A Range Scheduling Office (412 TW/TSRO). The Range Scheduling Office is organized into Forecast, Daily, and Realtime Range Scheduling and is responsible for scheduling range assets.

1.5.2. Through the Range Scheduling Office - range support, to include Precision Impact Range Area (PIRA), Radar Fidelity and Geometric (RADFAG) Range Control, bombing targets with scoring, a range safety officer or representative for radar-controlled drops, Dual Air-to-Ground Range (DAGRAG) and targets, gunnery scoring, aerial delivery systems recovery, electronic countermeasure and avionics functional check facility (MUTES/MOTES), takeoff and landing photographic optical facilities, photographic resolution range, instrumentation radar and optical tracking system, and arresting barrier facility as scheduled.

1.5.3. Telemetric services including north, west, China Lake, and local Data Acquisition and Transmission Service (DATS), microwave data/communication links, telemetry/communication/video receive/record/display, and mission control facilities as scheduled.

1.5.4. Telemetry post-flight services as scheduled.

1.5.5. Operations Duty Officer (ODO)/Range Control Officer (RCO). ODOs and RCOs from the 412 TW/TSROC are responsible for implementing Realtime changes of range assets to the daily and Realtime schedules. RCOs are assigned as primary representatives to specific programs to ensure proper support and coordination of range resources. The ODO and RCO positions are manned between 0600-1700 on workdays, and on an as-needed basis at other times.

1.5.6. Data Production Analyst (DPA) (412 TW/TSRPD). DPAs are assigned to specific programs to ensure proper support and coordination of data products.

1.5.7. A Range Budget Analyst (412 TW/TSRB), who will process applicable range asset cancellation charges IAW AFFTCI 65-5, *Reimbursement Policy*.

1.6. The Commander, 412th Logistics Group (412 LG/CC) will provide aircraft, gun harmonization range, and airborne test instrumentation pre- or post-flight services as scheduled. Logistics Management Flight (412 LG/LGLXXR) will process applicable aircraft cancellation charges IAW AFFTCI 65-5. 412th Equipment Maintenance Squadron (412 EMS/LGMSM) will provide munitions storage for testing/operating agencies when scheduled.

1.7. The Director of Technical Support (412 TW/TS) will provide weight and balance facilities and thrust stands, television display, and videotaping services as scheduled.

1.8. 95th Medical Group (95 MG/SG) will provide medical standby alert as scheduled.

1.9. 95th Civil Engineering Group (95 CEG/CC) will provide standby fire fighting services as scheduled.

2. User Responsibilities And Procedures:

2.1. Agencies Based at Edwards. All agencies utilizing AFFTC flight test resources/airspace/airfield facilities will:

2.1.1. Request and coordinate all activities, whether air or ground, involving AFFTC assets through Center Scheduling, including test and non-test flight, ground test activity, add-on requests, mission/resource deletions/cancellations, flight extensions, and mission aborts. This includes Ground Test Operations (GTO). (See paragraph 3.1 for definition of GTO information.) Submit all support requirements for each mission. When more than one resource will satisfy the requirements, indicate all alternatives on the request. Center Scheduling will consider only those projects having AFFTC approval and supplemented by sufficiently detailed plans for proper scheduling. Project documentation must be in the hands of all support and control agencies in advance of scheduling the mission. Timelines for submission of requests are outlined in paragraph 5.

2.1.1.1. Requesting agencies that have access to an Edwards Scheduling System (ESS) terminal will submit their weekly requirements by 0800 Tuesday prior to the forecast week. Adds will not be accepted after 0800 Tuesday. Detailed guidance for operation of ESS is provided in the AFFTC/ESS Users Manual. Center Scheduling will provide ESS training as needed.

2.1.1.2. Requesting agencies that do not have access to ESS will submit weekly requirements by 1200 Monday prior to the forecast week. Requests will be submitted IAW Attachments 1 on AFFTC Form 5016, Weekly Aircraft and Air/Ground Support Requirements Schedule. Forms will not be accepted unless properly prepared. Requests will not be accepted after 1200 Monday. When a Monday holiday occurs, the deadline will move forward accordingly.

- 2.1.1.3. Agencies requesting classified mission support will submit requirements by 0800 Tuesday prior to the forecast week. Adds will not be accepted after 0800 on Tuesday. They will submit mission support requirements on AFFTC Form 5016 with the appropriate classification markings (an approved computer printout may be used in lieu of AFFTC Forms 5016)
- 2.1.2. To ensure a conflict-free schedule is built, each requesting agency must ensure their requests are conflict-free within their own organization, PRIOR to submitting to Center Scheduling. This includes telemetry/communication frequencies, aircraft capabilities, airspace, and range utilization.
- 2.2. Outside Agency Requests. Requests for AFFTC resources/support facilities by other than agencies based at Edwards AFB, will be the responsibility of the designated project officer and will be accomplished through Center Scheduling.
- 2.3. Telemetry Support/Requests. When telemetry resources are required to support a flight/ground activity, the request and coordination of those assets will be scheduled through Center Scheduling.
- 2.4. Precision Impact Range Area (PIRA). Project officers will provide all release profiles, parameters, and ballistics data for missions involving weapons/parachute testing in the PIRA to the 412th Range Division Range Safety Officer (RSO) or designated representative (7-3224) NLT 1200, the day before the scheduled mission.
- 2.5. Overflight Restrictions of Detachment 7, Air Force Research Laboratory and/or PIRA. Missions requiring overflight restrictions of Air Force Research Laboratory or the PIRA will be coordinated with Center Scheduling and published on the weekly schedule. Scheduled Air Force Research Laboratory missions will be re-coordinated on the daily schedule, and all realtime changes or cancellations will be coordinated with Current Operations.
- 2.6. Closure of On-Base Highways.
 - 2.6.1. If a mission may be a hazard to traffic on any highway, notify Center Scheduling/Current Ops of the location, time, and road to be closed in order for the test mission to be completed. Missions that would close any road between 0600-0800 or 1530-1700 will not be scheduled other than for exceptional circumstances. Such circumstances will require 412 OG/CC approval and coordination with Detachment 7, Air Force Research Laboratory.
 - 2.6.2. Center Scheduling will notify the 412th Range Division, Base Operations, Fire Department, Air Force Research Laboratory, the 95th Security Forces Squadron, and Maintenance Operations Center of road closures.
- 2.7. Airfield Operation During Non-Duty Hours. Normal duty hours for Base Operations and the Control Tower are listed in the IFR Supplement.
 - 2.7.1. The airfield is normally in operation 24 hours each day. However, during certain periods, operations occurring between 2200L - 0600L Monday through Friday, weekends, or federal holidays requests for airfield operations support (Control Tower/Base Operations) must be coordinated with the Airfield Operations Flight (AOF) Commander at least 72 hours prior to the planned event.
 - 2.7.1.1. Any changes or cancellations to planned operations during the times and days referred to in paragraph 2.7.1 must be coordinated though AOF commander as soon as possible but not later than 24 hours prior to the event.

2.8. Missions Requiring Overtime Support. Requests for weekend support after the weekly schedule has been printed must be submitted to Center Scheduling NLT 1200 Wednesday prior to the desired weekend.

2.9. Range Support Release (RSR). Test agencies or their representatives can release all scheduled resources or portions of scheduled resources based on changes to test objectives.

2.9.1. Day Prior. Test agencies will provide RSR information to Center Scheduling NLT 1000 the day prior to the mission. Any mission RSR'd after 1200 may be charged to the project concerned if those resources are not utilized by subsequent add-on/standby missions.

2.9.2. Realtime. Test agencies will provide RSR information to Current Ops on the day of the mission. Current Ops will relay this information to Range Operations Duty Officer (ODO). When release occurs after range setup has occurred, the project concerned may be charged for the full range time scheduled, if the range assets are not utilized by add-on/standby missions.

2.10. Hazardous Tests. Test missions that have been designated as Hazardous, either Medium or High Risk, must be identified in the mission title on the printed schedule. For add-on missions users will indicate to Center Scheduling if the mission is hazardous. The proper input/designation will be entered as "HAZ TST XX-XXX," where the X indicates the safety package number.

2.11. Airshow Practice Procedures.

2.11.1. Unit Responsibilities. Individual units will request airshow practices through Center Scheduling and ESS. Airshow practices over the airfield will be scheduled in ESS as "Airshow Practice" in the mission title with airfield closure time in the remarks. Airshow practices in the area should be scheduled as proficiency missions with "Airshow Practice" in the remarks.

2.11.1.1. Airshow practice over the field will normally be scheduled after 1600 to minimize the effect on USAF Test Pilot School (TPS) launches and recoveries. A minimum of 15 minutes between airfield closures will be allotted to launch and recover the aircraft.

2.11.1.2. To ensure all flying units are aware of approved airshow practices, the unit sponsoring the practice will notify by telephone all other flying units, Airfield Operations Flight (AOF) Commander, SPORT, and NASA, of the airfield closure time, normally by 1500 the day prior.

2.11.1.3. Advise the AOF Commander if the airshow practice will be requested over the North Base or South Base runways. Coordination must be made with the facility managers in those areas before the airshow practice can be conducted.

2.11.2. Delays/Changes. Center Scheduling will be responsible for deconfliction of airshow practices. If a flight is delayed and cannot be completed within the designated time block, it will either be rescheduled or canceled. Squadrons must obtain 412 OG/CC approval to reschedule or add-on. After the change is approved, the squadron will confirm the change with Current Ops who will then coordinate with the AOF commander, tower, and SPORT. The squadron will then notify all other units.

2.11.3. Aircrew Responsibilities. The coordination of airshow-specific resources necessary to conduct an airshow practice is the responsibility of the aircrew. If the airshow is over the Main Base, North Base, or South Base runways, the aircraft commander/flight leader will brief the Edwards Control Tower Chief Controller to include beginning time, practice duration, minimum

altitude, and discrete radio frequency for tower, safety observer, and airshow. The aircraft commander/flight leader will notify tower and CONFORM of any delays as soon as possible.

2.12. Requests for Off-Base Range Support. In order to ensure all supporting activities are informed of changes, Center Scheduling will coordinate all off-base support requirements. Organizations requiring China Lake, Vandenburg, or Pt Mugu support will provide information to Center Scheduling by 0900 Tuesday prior to the forecast week. Center Scheduling will review the requirements and forward to the appropriate supporting organization. If the requested support has not been confirmed prior to the OG/LG scheduling meeting, then the weekly scheduler will notify the requesting organization by phone of any changes. Other range support (within the R2508 complex) such as Mojave B Range, or Superior Valley will be requested through the normal scheduling process.

2.13. Airspace Scheduling

2.13.1. The following procedures are to be used for cross country, out-and-back, or for flights conducted in part outside of R-2508 (round robins) requiring use of DD Form 175, Military Flight Plan. This process will clarify airspace scheduling procedures upon departure or RTB.

2.13.2. Aircraft from Edwards AFB or Air Force Plant 42 departing or arriving on a DD Form 175, not requiring special use airspace (SUA), will only list DD Form 175 in ESS as the sole resource. No airspace needs to be scheduled.

2.13.3. If you require SUA on departure or RTB, list airspace requirements with associated altitude and time within the ESS (do not list DD Form 175).

2.14. The scheduling process outlined above is required for either weekdays, weekends, or holidays. This ensures airspace requirements are in place when you depart or arrive at the airspace boundary. The TRACON maintains airspace requirements for 30 minutes prior and up to 90 minutes after your ETA. If you have experienced a delay outside this time frame, contact Current Operations or CONFORM to update your ETA with TRACON.

3. Ground Test Operations / Maintenance Guidelines :

3.1. Ground Test Operations (GTO). When AFFTC aircraft are utilized for non-flying missions, they will be scheduled through the normal weekly/daily process and assigned a mission number (ground test operations associated with a flying mission may be conducted under the mission number of the flight). A GTO is defined as a scheduled test of an aircraft or its systems that are performed on the ground. The event must be in support of an approved test program. The pre-test and post-test actions are included in the GTO.

3.2. Class II Mod Schedules. Particular attention will be paid to early notification of potential modifications and preliminary package briefing to the Configuration Control Board. Project officers will coordinate with Center Scheduling (412 OSS/OSCS), Maintenance Wing Scheduling (412 LSS/LGLOS), and the Class II Mod Branch (412 LG/LGQD) to assure that schedules are adjusted to meet test program requirements with minimum delay. Project officers will keep the Maintenance Operations Center (412 LSS/LGLOM) and 412th Test Wing advised when project or instrumentation work, other than Class II modification, is forecast or being accomplished by project personnel.

3.3. Functional Check Flights (FCF). When FCFs are required, Maintenance Quality Assurance (412 LG/LGQ) will coordinate with the appropriate flying unit for aircrew availability. FCF crews will be requested when the aircraft is crew-ready and all maintenance forms have been reviewed. The flying

unit will then schedule the FCF through Current Ops on the fly day. FCFs will not be combined with other mission requirements. An FCF that requires flight parameters not listed in the specific aircraft FCF technical order must have prior approval of the 412 OG/CC. If it becomes necessary to fly a weekend FCF, notify the appropriate flying unit and Current Ops prior to 1500 Friday so aircrews can be notified. For Center Scheduling purposes, FCFs will be incorporated into the Realtime Schedule and, when flown, counted as scheduled and flown sorties.

3.4. Weight and Balance/Thrust Stand/Stores, Weight and Inertia System (SWIS) Facilities. Organizations subordinate to 412 LG/CC will coordinate all pre-planned utilization of the Weight and Balance/Thrust Stand/SWIS Facilities through Wing Scheduling (412 LSS/LGLOS) for input to the weekly/monthly OG/LG sortie plan. Requests for same day utilization of these facilities will be submitted through the Maintenance Operations Center 412 LSS/LGLOM. They will, in turn, coordinate priorities directly with the Weight and Balance scheduler (412 TW/TSIM).

4. Center Scheduling Guidelines:

4.1. Priority. Projects will be supported in accordance with the current AFFTC Job Order Register priority listing. Support requirements will be adjusted to ensure maximum utilization of resources. Scheduling conflicts that cannot be resolved by Center Scheduling will be referred to 412 OG/CC.

4.2. Mission Numbers. A five-character number identifies missions on the schedule. The first digit is an alpha character identifying the month (A thru M, excluding I, for January through December, respectively), and the remaining four digits are random generated numbers. Multiple sorties within a given mission package will be further identified by an alpha character suffix. The five-character mission number will be printed in the schedule prefixed with an "X," which is used as the Job Order Number (JON) for non-proficiency sorties. Mission numbers, which are generated and distributed to users monthly, are invalid at the end of the month unless a mission is loaded in ESS against a respective mission number. With the exception of not-available aircraft (N/A), once a mission number is published or added to the approved daily schedule the mission is accountable as either flown, canceled, or completed.

4.3. Add-ons. Normal requests for add-ons will be accepted by the daily scheduler between 0700 and 1000 on the workday prior to the mission and will be assigned a 99 priority. Add-ons will be considered first-come, first-served, and scheduled on a strictly non-interference basis with the hard scheduled missions and will not be accepted between 1000 and 1400 on the workday prior to the mission. However, resources requiring long lead-time may be added-on as soon as requirements are identified. The following add-ons require parent CTF Top 3 (coordination) approval:

4.3.1. Schedule approval moves to Current Operations and the Maintenance Operations Center (MOC) and assumes Realtime "day of" scheduling after 1400 each day. All add-ons, cancels, and changes require parent CTF Top 3 approval. CTF/TPS will obtain Top 3 approval prior to contacting Current Operations and MOC. Test support aircraft released/canceled may be added after approval by CTF Top 3. Changes or add-ons which would add tail numbers, not previously planned for that day, require CTF Top 3, OG, and LG approval. Add ons will be given a 99 priority. Specific OG approval is needed to retain overall mission priority. Cancels and deletions of resources are subject to cancellation charges (see paragraph 4.9.)

4.3.2. Cross countries and out-and-backs requested after the weekly schedule is approved.

- 4.3.3. Any request for Edwards AFB facilities during non-duty hours or when the airfield is closed by NOTAM.
- 4.4. Not Available Aircraft (N/A). Weekly N/As that are filled on the day prior to the mission will be considered an add-on with a 99 priority.
- 4.5. Standby Status. Support requests that exceed resource availability will be put in "standby" (SB) status. Missions in SB status will be hard-scheduled when resources become available.
- 4.6. Backup Missions. Backup sorties are not authorized at AFFTC. All missions will be scheduled as primary missions.
- 4.7. Cancels. A cancellation is scored if an aircraft fails to launch within 3 hours of its scheduled take-off time (as printed on the daily schedule at 1400 the day prior) or when determined by the aircrew, whichever occurs first. All cancellations, mission deletions or changes should be reported promptly to Center Scheduling to allow maximum opportunity to coordinate and reschedule resources. Center Scheduling/Maintenance Operations Center will provide a summary of the previous week's cancellations at the weekly OG/LG scheduling meeting.
- 4.8. Mission Deletion. A mission deletion is any mission deleted prior to 1300 Wednesday, the week prior. Mission deletions will not be accepted after 1300 Wednesday.
- 4.9. Reimbursement Policy for Schedule Cancellations. Funding provisions for cancellations are contained in DODD 3200.11, Major Range and Test Facility Base (MRTFB); and AFFTCI 65-5, Reimbursement Policy. In general, they provide for charging to the project those costs associated with test and test support mission cancellations. These charges may include the ongoing costs of assets and people standing idle as a result of cancellations. Reimbursable support may include incremental contractor costs, support aircraft preparation costs, and charges for other assets tied up the day before the scheduled mission in preparation for the mission. Liability could extend to the full cost of non-expendables for the canceled mission depending upon when the mission is canceled and the extent of assets tied up.
- 4.9.1. In general, if a cancellation is caused by a decision made by the test requester, or the non-availability of a resource provided by the test requester, the test is charged for the mission costs. Conversely, if the test mission was canceled because of a decision made by someone other than the requester, or if resources were not available, the Test Wing will absorb the cost.
- 4.9.1.1. The Cost Recovery Decision Chart (CRDC) at Attachment 2 will be used to establish who will pay for the mission cancellation. Sympathetic cancellations will be given the same CRDC code as the mission causing the cancellation.
- 4.9.1.2. Users may be liable for costs incurred for test/test support mission cancellations and aborts after 1200 the workday prior to the scheduled mission.
- 4.9.2. The liability will not usually exceed the direct costs incurred except for special purpose facilities scheduled in advance for a specific period. In this case, liability may also include lost reimbursements, unless the test and evaluation activity is able to schedule a substitute workload. Contractor-owned/maintained aircraft will not normally be assessed preparation cancellation charges which are rescheduled and flown within 3 hours of the original mission takeoff time will not incur an preparation cancellation charge. However, this may not necessarily apply to range asset charges. Specific cancellation charges are listed in the AFFTC PIN Rate Catalog.

4.9.3. On the next workday following each test or test support mission cancellation (Mission Symbols 0-4, 0-5, and 0-6 reimbursable), Center Scheduling will ascertain the primary reason for the cancellation and assign a cancellation code from the Cost Recovery Decision Chart. Range Scheduling will determine which primary range assets were affected by each cancellation. A test mission cancellation report will be generated daily to record each determination, and to charge for cancellation costs that have been incurred by the test project. After 0900 on the second workday following the mission, users may review applicable portions of a report on ESS. Any disputed reasons for cancellation that cannot be resolved by 412 OSS/OSCS or 412 TW/TSRO will be referred to 412 OG/CC. Cancellation reports from the previous week will be transferred on Wednesdays to 412 LSS/LGLXXR and 412 TW/TSRB who will process applicable cancellation charges.

4.10. Classified Mission Scheduling.

4.10.1. Forecast (Weekly) Schedule. Classified missions will be requested IAW paragraph 2.1.1.3. Center Scheduling will distribute requests to Maintenance Wing Scheduling (412 LSS/LGLOS) who will further disseminate requests to applicable offices and assign support based on current priorities. Center Scheduling will provide the proposed classified schedule to the OG and LG during the Weekly OG/LG scheduling meeting.

4.10.2. Daily Schedule/Realtime Operations. All telephonic coordination on the classified schedule will be accomplished by secure means. Between 0700-1000 on the workday prior to the scheduled operation, the requesting user will call Center Scheduling to confirm or make necessary changes to the scheduled mission. Center Scheduling will then:

4.10.2.1. Coordinate changes with the supporting organization(s).

4.10.2.2. Inform base operations and the control tower of any takeoff or landing during non-duty hours.

4.10.2.3. Utilizing STU-III telephones, coordinate the classified schedule with the Command Post. The Command Post controller will brief the applicable Supervisor of Flying.

4.10.2.4. Perform Realtime flight following.

4.10.3. Airspace Briefing. The Range Control Officer for classified missions will provide a face-to-face briefing to the Central Coordinating Facility (CCF) coordinator on airspace requirements for each mission. When the use of R2515 is required to support the mission, SPORT also requires a face-to-face briefing. Following the briefing, the RCO will notify Current Operations of the mission's assigned mission number using secure means. From that time until termination of the mission, Current Operations will relay to CCF, and SPORT if R2515 airspace is required, all changes affecting airspace or call signs.

4.11. Off-base aircraft. All off-base aircraft requesting the use of R2515 will be inputted into the ESS. This will allow a more accurate count of aircraft that utilized the airspace.

5. Center Scheduling Operations:

5.1. Forecast (Weekly) Schedule Operations. Weekly schedule timelines are summarized at Attachment 3.

5.1.1. Initial Input. The initial input to the flying schedule is accomplished by users at the squadrons or agencies needing AFFTC resources. Their schedules can be submitted on AFFTC Form

5016 or entered into ESS terminals as far in advance as they choose, but the usual guideline is 2 weeks prior to the forecast week. Requests will be submitted IAW timelines established in paragraph 2.1.1.1/2/3. Users may not enter changes after those times.

5.1.2. Preliminary Weekly Schedule. The preliminary weekly schedule will be available to Center Scheduling, Range Scheduling, and Maintenance Wing Scheduling by 0800 Tuesday prior to the forecast week. At 0830 Wednesday, Range Scheduling, Center Scheduling, Maintenance Wing Scheduling and selected squadron representatives will meet face-to-face to deconflict and resolve OG/LG sortie plan, range, aircraft assignment, and priority issues. Center Scheduling with concurrence of Maintenance Wing Scheduling and Range Scheduling is authorized to move mission take-off times/dates to obtain necessary support. (Exceptions: Missions restricted to specific time/date must indicate this on their schedule requests in ESS under the field "Maintenance Notes.")

5.1.3. Weekly Schedule. The Weekly Schedule will be completed by 1300 on Wednesday prior to the forecast week.

5.1.4. Weekly Scheduling Meeting. The weekly OG/LG scheduling meeting will convene each Thursday at 1300 to review and approve the weekly schedule, to review the previous week's accomplishments/deviations, and to review/approve monthly sortie requirements. Representatives from range scheduling, maintenance and all user organizations that have made requests for the following week/month WILL attend this meeting.

5.2. Daily Schedule Operations. Daily schedule timelines are summarized at Attachment 5.

5.2.1. Mission Confirmation Procedures. Missions on the printed weekly schedule must be confirmed by the requesting agency with the Daily Scheduler between 0700 and 1000 on the workday prior to the scheduled operation. Requests for add-ons, changes, and mission deletions will be accepted at this time, with priority restrictions as outlined in paragraphs 2.1.1.1, .2, and .3, respectively. Failure to accomplish confirmation may result in mission deletion. To allow adequate time for scheduling/maintenance/range to reallocate aircraft and resources prior to printing a daily schedule, no project-generated coordination will be accepted between 1000 and 1400, except for mission deletions and mission support requirement deletions, which will be accepted until 1200. Any project generated mission deletion occurring after 1200 is subject to cancellation charges as outlined in paragraph 4.9. Between 1200 and 1300 cancels and deletions may be made to the schedule but are subject to cancellation charges.

5.2.2. Situation Code Mission Recap. Each operation duty officer or their designated representative will review the Operations Group Mission Recap web page no later than 1000 the day after the mission, for accuracy and acceptance of situation/deviation codes. All situation codes are also distributed each day by Maintenance Operations Center through the E-mail system to each squadron/TPS, in case of network failures or computer problems. All situation codes are assumed acceptable at 1000, for the previous day's data.

5.2.3. Mission Utilization Recap. Logistics Test Flights (LTFs) will provide a daily mission utilization recap sheet to Maintenance Wing Scheduling NLT 1000 the day following the mission, which has been reviewed/approved by LTF/CTF. CTF/LTF operations and maintenance representatives will deconflict ESS and CAMS prior to submitting recaps to Maintenance Wing Scheduling.

5.2.4. Add-ons, cancels, changes from CTFs/TPS to Current Operations resumes at 1400, after receiving approval of parent CTF Top 3. Test support aircraft released/canceled may be added

after approval by parent CTF Top 3. Changes or add-ons, which would add tail numbers, not previously planned for that day, require parent CTF Top 3, 412 OG/CC, and 412 LG/CC approval. Furthermore, these add-ons must be in support of a test mission, approved ground test operation or a reimbursable sortie. All add-ons receive a 99 priority. Cancels/resource deletions are subject to cancellation charges. Current Operations will pass all add-ons to the 412 Range Division ODO. The ODO will pass all add-ons to SPORT.

5.2.5. Daily Scheduler Coordination Procedures.

5.2.5.1. 1000-1200. The Daily Scheduler will coordinate the next day's missions with Maintenance Wing Scheduling, Range Scheduling and other agencies. Missions in N/A or Standby status will be reaffirmed by 1400 and passed to users.

5.2.5.2. 1400. The Daily schedule will be printed and transferred to Current Operations (Real-time Scheduling), the day prior. Users will input call signs into ESS NLT 1600. Maintenance Wing Scheduling will transfer the daily schedule to maintenance supervisors at 1400 the day prior.

5.2.5.3. After 1600 no add-ons to the next day's schedule will be accepted by Current Operations. No major configuration changes may be made including tanks, weapons, fuel loads, etc. Maintenance Operations Center will determine what constitutes a major configuration change. Cancellations will be accepted at any time.

5.2.5.4. After 1600 no major range changes will be accepted by Current Operations. Range Scheduling will determine what constitutes a major range change.

5.3. Current Operations:

5.3.1. Realtime Operations. Current Operations is responsible for coordinating realtime changes to the daily schedule. Current Ops will be the central point for notification of any and all changes to missions or resources affecting the conduct and on-time completion of missions.

5.3.2. CONFORM. Current Operations, using the radio call sign CONFORM on 304.0 MHz, provides flight following and is manned from 0600-1700, Monday through Friday and on an as-needed basis. When Current Operations is unmanned, the Command Post will assume flight following and other limited services.

6. Monthly Sortie Plan Requirements: The ability of maintenance to meet operational requirements is accomplished through negotiated schedules. Monthly planning specifies broad objectives for flights in terms of sortie/flying hours and known or predictable maintenance needs. Monthly planning will be developed utilizing the Test Wing Yearly Flying Program information.

7. Form Prescribed: AFFTC Form 5016, **Weekly Aircraft and Air/Ground Support Requirements Schedule.**

8. Form Utilized: AFMC Form 244, **Class II Modification Configuration Control Board Directive.**

RICHARD V. REYNOLDS, Brigadier General, USAF
Commander

Attachment 1**GLOSSARY OF ABBREVIATIONS AND ACRONYMS*****Abbreviations and Acronyms*****AFFTC**—Air Force Flight Test Center**AOF**—Airfield Operations Flight**CCF**—Central Coordinating Facility**CONFORM**—Call Sign Current Operations/Command Post**CTF**—Combined Test Force**DAGRAG**—Dual Air-to-Ground Range**DATS**—Data Acquisition and Transmission Service**DPA**—Data Producing Analysis**ESS**—Edwards Scheduling System**ETA**—Estimated Time of Arrival**FCF**—Functional Check Flight**GTO**—Ground Test Operations**IAW**—In Accordance With**JON**—Job Order Number**LTF**—Logistics Test Flight**MOA**—Military Operations Area**MOC**—Maintenance Operations Center**MUTES/MOTES**—Electronic Counter Measure and Avionics Functional Check Facility**N/A**—Not Available Aircraft**NLT**—No Later Than**ODO**—Operations Duty Officer**PIN**—Product Identification Number**PIRA**—Precision Impact Area**RADFAG**—Radar Fidelity and Geometric**RCF**—Radar Control Facility**RCO**—Range Control Officer**RSO**—Range Safety Officer**RSR**—Range Support Release**RTB**—Return to Base

SB—Standby

SPORT—Callsign AFFTC Radar Control Facility

SUA—Special Use Airspace

SWIS—Stores, Weight and Inertia System

TPS—United States Air Force Test Pilot School

TRACON—Terminal Radar Approach Control

Attachment 2

**INSTRUCTIONS FOR PREPARATION OF AFFTC FORM 5016, WEEKLY AIRCRAFT AND
AIR/GROUND SUPPORT REQUIREMENT SCHEDULE (EXPANDED SCHEDULE)**

1. Form will be typed. Each mission must be requested on separate form.
2. Header Data:
 - a. OPS NO. Leave blank. This will be assigned by the computer.
 - b. MRS No. Four digit number representing a model of the mission on file in the computer. If no model has been established, leave blank. This form may be used to establish a model and the assignment of MRS number.
 - c. JON/PRI. Enter Job Order Number and priority.
 - d. DUR. Enter mission duration
 - e. TIME/DATE. Enter start time and date of mission
 - f. ALT. Enter mission altitude. Example: "0 to 30K"
 - g. MSN Title. Enter short title from Job Control Register. Hazard test will be identified in block letters above the mission title with the control number from the AFFTC Form 5028. Example: Hazardous Test 72-89
 - h. Remarks. Enter other information
3. Aircraft Data
 - a. Code. Enter aircraft resource code
 - b. TMS. Enter aircraft type, model, series
 - c. ETD. Estimated time of departure. If date is different than Header date, enter date
 - d. ETE. Estimated time enroute
 - e. Fuel. Enter fuel load. Example: "full/TKS"
 - f. Brief/LOC. Enter mission brief time and location. If date is different than Header date, enter date. Example: 17/0800/1881
 - g. POS. Enter position such as A for primary aircraft and B, C, etc., for second and third aircraft
 - h. T.O. location. Enter three letter symbol for aircraft take off location. If EAFB - leave blank
 - i. A/S. Enter aircraft airspeed. Example: ".4 - .9"
 - j. Call sign. Enter first two letters and the pilot's assigned number. Example: For RICK 20 enter RI-20
 - k. MSN Title. Enter title if different than Header title. Enter mission title of chase aircraft.
4. Resource Data
 - a. Code: Enter resource code from resource file
 - b. Mult. Enter the number of like resource code required
 - c. Name resource code title. Example: "FPS16"
 - d. Meet User. This is the time the resource support is required. Leave blank if the time is the same as Header time. This will be minutes plus or minus Header time.
 - e. Support Time. Leave blank if same as Header duration. Enter support duration in minutes.

Attachment 3

COST RECOVERY DECISION CHART

| CODE | DESCRIPTION | DEFINITION |
|---|-------------------------|--|
| <i>AFFTC Absorbs Cost if Mission is Canceled for --</i> | | |
| A1 | Weather | Adverse weather on or off-station |
| A2 | Range | On or off-site range resources (e.g., range, radar, control room, telemetry frequency, microwave relay, etc.) not available, malfunctioning, or otherwise unable to support mission. |
| A3 | Operations | Support aircrew/aircraft not available, higher priority mission (HPM), quite hours, static display, airfield closure, etc. |
| A4 | Supply | Parts provided by Air force supply system not available. |
| A5 | | Special Instrumentation Failure of required special instrumentation (SI) internal or external to the aircraft. |
| A6 | Maintenance | Aircraft system/test item malfunction on EH-coded aircraft. |
| <i>Test User Pays if Canceled for --</i> | | |
| B1 | Project | Test requirements change, aircraft reconfiguration, test completed, data study/reduction, safety coordination not complete, software malfunction for software test, etc. |
| B2 | Modification | Aircraft/SI modification not complete. |
| B3 | Operations | Test project aircrew not available, project scheduling decision, etc. |
| B4 | Supply | Project test item not available (e.g. test engine, project pod, etc.) |
| B5 | Special Instrumentation | E.g., project history files not current, project-owned diagnostic pods inoperative, etc. |
| B6 | Maintenance | Aircraft system/test item malfunction on other (Project/Contractor) than EH-coded aircraft |

Attachment 4**WEEKLY SCHEDULING PROCESS/TIMELINES****MONDAY****1200**

-Users w/out ESS must submit requirements on AFFTC 5016

TUESDAY**By 0800**

-Users with ESS will submit requests.

-Classified requests will also be made to receive full AFFTC priority.

-Prioritized requirements available to Center Scheduling, Range Scheduling, and Wing Scheduling (PS&D).

Note: Only reimbursable missions will be flown on weekends/holidays. Furthermore, aircraft returning from off station on Sunday/holidays will not be scheduled the following day. Exceptions require LG/CC and OG/CC approval.

0900

-Users will submit Inter-range Support Requests.

WEDNESDAY**0830**

-Range Scheduling, Center Scheduling, Wing Scheduling, and CTF representatives meet face-to-face to de-conflict and resolve OG/LG sortie plan, range, aircraft assignment and priority issues.

-Center Scheduling, with concurrence of Wing Scheduling (PS&D), and Range Scheduling, is authorized to move missions as necessary to obtain support. (Exceptions: Missions restricted to specific time/date must indicate this on their schedule requests in maintenance notes.)

- No cancels/changes after 1300 Wednesday to 0700 Friday. Cancel/changes after 0700 Friday will be considered day prior.

Note: Schedule Adds Or Project-Generated Changes Will Not Be Accepted At The 0830 Meeting.

1300

-Weekly inputs ready for user review.

THURSDAY

1300

- OG/LG weekly meeting with users.

--OG/LG Sortie Plan reviewed for next week*.

*All attempts should be made to project the next week's weekend flying in the weekly process. Requests after this time fall under the day-prior process and will require CTF Top 3, OG, and LG approval.

Note: No project generated add-ons or changes accepted at the og/lg weekly meeting.

1630

-Input from scheduling meeting complete.

-Reports generated.

-Major changes that will affect other units already scheduled in the weekly process receive a 99 priority. Moreover, all adds receive a 99 priority.

FRIDAY

0700

-Weekly schedule moves to daily.

- Daily scheduling process begins.

Attachment 5**SCHEDULING DAILY PROCESS RECAP****(DAY PRIOR)****0700-1000**

- CTF/TPS changes/add-ons accepted by Center Scheduling.
- Changes/Add-ons that do not impact the weekly schedule receive a priority 99.

(NO ADDS ACCEPTED 1000-1400.)**1000-1200**

- 1030 - Coordination process takes place between Center and Range Scheduling.
- 1030-1130 - Wing Scheduling (PS&D) and parent CTFs coordinate.
- 1130-1200 - Coordination process takes places between Center Scheduling and Wing Scheduling (PS&D).
- Resources are reallocated.

NLT 1200

- Last chance to cancel missions and delete resources without incurring cancellation charges. No project generated changes accepted until 14:00.

1200

- Cost Recovery/Cancellation Charge Process begins.

1200-1300

- Center Scheduling pre-coordinates with TPS to see if they can use canceled sorties.
- Cancels/Deletions accepted. (Subject to cancellation charges.)

1300-1330

- Final coordination occurs with CTFs and TPS.

1400

- Schedule moves to Maintenance Operations Center (MOC) and Current Operations and assumes Real-time (day of) status.
- Add-ons, cancels, changes from CTFs/TPS to Current Operations resumes after approval by CTF Top 3*. Test support aircraft released/canceled may be added after approved by CTF Top 3. Changes or add-ons, which would add tail numbers, not previously planned for that day, require CTF Top 3, OG and LG approval. The Maintenance Officer or Maintenance Superintendent will notify MOC of their approval. Furthermore, these add-ons must be in support of a test mission or an approved ground test operation, or a proficiency sortie with a reimbursable JON. (Add-ons receive a 99 priority. Cancels/deletes are subject to cancellation charges.)

*CTF TOP 3 DEFINED AS: MAINTENANCE OFFICER, OPERATIONS OFFICER AND SQUADRON COMMANDER (OR THEIR DESIGNEES.)

1400-1500

- No changes from Current Operations accepted by MOC.

1500

- Electronic (useable) schedule sent to Logistics Test Flights (LTFs) and OG users.
- Coordination between Current Operations and MOC resumes.

1600

- No add-ons to the next day's schedule accepted until 0700 the following day. However, cancels will be accepted at anytime. No major configuration changes. (major configuration change includes tanks, weapons, fuel loads, etc.) Moc will determine what constitutes a major configuration change.
- No major range changes accepted from ctf/tps. range scheduling will determine what constitutes a major range change.

Attachment 6**SITUATION CODE LISTING**

| LVL 1 | SITUATION CODES | DEFINITION |
|--------------|------------------------|---|
| AA | Air abort | Non completion of mission after takeoff, any reason |
| AD | Add | Any mission added after weekly cut-off including add/cx due to 3-hr rule |
| CF | Configuration change | Any major aircraft capability change |
| CR | Crew ready | Any occurrence of aircraft not being available to ops within prescribed time prior to takeoff for mds |
| CX | Cancel | Cancellation of mission |
| ET | Early takeoff | Aircraft which departs more than 30 minutes prior to scheduled takeoff time on daily schedule |
| FE | In flight emergency | In flight emergency |
| GA | Ground abort | Non-completion of mission after acceptance/release to aircrew |
| LL | Late landing | Any aircraft which lands more than 30 minutes from published time of arrival on daily schedule |
| LT | Late takeoff | Any aircraft which departs more than 30 minutes from published time of departure on daily schedule |
| MC | Mission change | Other than 3 hour time change and jon change - r-nr |
| NA | Not available | Lack of resources to fill mission request |
| NE | Not effective | Mission not effective as determined by aircraft commander |
| NS | Not scheduled | No requirement for resource |
| TS | Tail number swap | Change of aircraft for mission as published on daily schedule |
| | LVL 2 | RESPONSIBLE ORG/CATEGORY |
| 00 | No requirement | No requirement scheduled |
| 01 | Maintenance | Maintenance - including air force and contractor |
| 02 | Supply | Supply - including micap |
| 03 | Operations | Associated with aircrew |
| 04 | Project | Ctf/project related |
| 05 | Special instr | Si - external to aircraft system |
| 06 | Range | Range - local or off-base |
| 07 | Weather | Weather - on or off station |
| 08 | Modification | Any modification to aircraft/aircraft sub-system |
| 09 | Higher hdquarters | Higher headquarters - above afftc command |
| 10 | Air traffic control | Airspace or airfield |
| 11 | Other | All situation/deviation codes that do not fit specific categories |
| 12 | Contractor | Contractor maintained |

| LVL 2 | Lvl 3 | DESCRIPTION - ALL LEVEL THREE CODES MAY BE USED WITH ANY LEVEL 2 ORG |
|--------------|--------------|---|
| 00 | 000 | No requirement |
| 01 / 02 | 03x | Inspection |
| 01 / 02 | 04l | Logistic test |
| 01 / 02 | 04g | Ground test |
| 01 / 02 | 04s | Static display |
| 01 / 02 | 04m | Modification test |
| 01 / 02 | 11x | Structural systems |
| 01 / 02 | 12x | Equipment/furnishings |
| 01 / 02 | 13x | Landing gear systems |
| 01 / 02 | 14x | Flight control systems |
| 01 / 02 | 15x | Aria specific airframe |
| 01 / 02 | 16x | Crew escape |
| 01 / 02 | 19x | Engine starting systems |
| 01 / 02 | 22x | Turboprop powerplant |
| 01 / 02 | 23x | Propulsion system |
| 01 / 02 | 24x | Aux power systems |
| 01 / 02 | 26x | Rotary wing drive system |
| 01 / 02 | 27x | Gear box assy |
| 01 / 02 | 32x | Hydraulic prop system |
| 01 / 02 | 39x | Ice/rain protection |
| 01 / 02 | 41x | Ecs - environmental control sys |
| 01 / 02 | 42x | Electrical power systems |
| 01 / 02 | 44x | Lighting systems |
| 01 / 02 | 45x | Hydraulic and pneumatic systems |
| 01 / 02 | 46x | Fuel systems |
| 01 / 02 | 47x | Oxygen system |
| 01 / 02 | 48x | Indicating & recording systems |
| 01 / 02 | 49x | Fire protection systems |
| 01 / 02 | 51x | Flight instruments |
| 01 / 02 | 52x | Autopilot systems |
| 01 / 02 | 54x | Aria rf system |
| 01 / 02 | 55x | Malfct anlys r |
| 01 / 02 | 56x | All weather landing system |
| 01 / 02 | 57x | Interactive guidance & control system |
| 01 / 02 | 59x | Crew communications systems |
| 01 / 02 | 60x | Airborne communications systems |
| 01 / 02 | 61x | Hf communication |

| | | |
|---------|------------|--------------------------------|
| 01 / 02 | 62x | Vhf communication |
| 01 / 02 | 63x | Uhf communication |
| 01 / 02 | 64x | Interphone systems |
| 01 / 02 | 65x | Iff system |
| 01 / 02 | 66x | Emergency communication system |
| 01 / 02 | 68x | Satellite communication system |
| 01 / 02 | 69x | Communications systems |
| 01 / 02 | 71x | Radio navigation |
| 01 / 02 | 72x | Radar systems |
| 01 / 02 | 73x | Navigation systems |
| 01 / 02 | 74x | Fire control systems |

LVL 2 LVL 3 DESCRIPTION - ALL LEVEL THREE CODES MAY BE USED WITH ANY LEVEL 2 ORG.

| | | |
|---------|------------|------------------------------------|
| 01 / 02 | 75X | Weapons systems |
| 01 / 02 | 76X | Electronic warfare systems |
| 01 / 02 | 77X | Photographic equip |
| 01 / 02 | 79X | Global positioning system |
| 01 / 02 | 82X | Computer and data systems |
| 01 / 02 | 89X | Airborne command & control systems |
| 01 / 02 | 90X | Antenna section |
| 01 / 02 | 91X | Emergency equipment |
| 01 / 02 | 92X | Tow target equipment |
| 01 / 02 | 93X | Drag chute equipment |
| 01 / 02 | 95X | Smoke generator scr |
| 01 / 02 | 96X | Personnel equipment |
| 01 / 02 | 98A | Atmospheric research equipment |
| 01 / 02 | 98X | Low observable equipment |
| 01 / 02 | 99X | Special mod/inst systems |
| 01 / 02 | ALT | Alert duty |
| 01 / 02 | SPR | Spare |

LVL 2 LVL 3 DESCRIPTION

| | | |
|---------|------------|---|
| 01 / 02 | CMP | Time off |
| 01 / 02 | DTL | Detail - squadron or base |
| 01 / 02 | PDM | Depot maintenance |
| 01 / 02 | FCF | Acft awaiting functional/operational check flight |
| 01 / 02 | FOD | Foreign object |
| 01 / 02 | LCR | Late crew ready |
| 01 / 02 | LVE | Leave |

| | | |
|---------|------------|--|
| 01 / 02 | DFO | Dropped foreign object |
| 01 / 02 | MXC | Maintenance convenience |
| 01 / 02 | NAA | No aircraft available - under contract |
| 01 / 02 | NLR | No longer required |
| 01 / 02 | NTT | Not enough turn time |
| 01 / 02 | OTC | Over tail number commitment |
| 01 / 02 | OTH | Other |
| 01 / 02 | POL | Fuel trucks |
| 01 / 02 | SCM | Scheduled maintenance |
| 01 / 02 | SYM | Sympathy |
| 01 / 02 | TRN | Maintenance training |
| 01 / 02 | USM | Unscheduled maintenance |
| 01 / 02 | UTC | Under tail number commitment |
| 01 / 02 | DIS | (-6) inspecton |
| 03 | O01 | Aircrew availability |
| 03 | O02 | |
| 03 | O03 | Scheduling errors |
| 03 | O04 | Aircrew late step |
| 03 | O05 | Aircrew dnif |
| 03 | O07 | Crew rest |
| 03 | O08 | Higher priority mission |
| 03 | O09 | Aircrew error |
| 03 | O10 | Student avialability |
| 03 | O11 | Aircrew curenry/qualification |
| 04 | P01 | Test requirement change |
| 04 | P02 | Aircraft configuration |
| 04 | P03 | Project software malf |
| 04 | P04 | Test completed |
| 04 | P05 | Data study/reduction/review |
| 04 | P06 | Safety coordination/package not complete |
| 04 | P07 | |
| 04 | P08 | Test item availability |
| 04 | P09 | Special instrumentation |
| 04 | P10 | Support aircraft availability |
| 04 | P11 | Project personnel availability |
| 04 | P12 | Jon change |
| 04 | P13 | Maimum aircraft capability |
| 04 | P14 | Ctf down day |
| 04 | P15 | Continuation of previous msn |
| 04 | P16 | Test aircraft availability |

| | | |
|--------------|--------------|--------------------------------|
| 04 | P17 | External customer |
| 04 | PNR | Project not released |
| 04 | OBR | Off base range |
| 05 | SI1 | Telemetry malfunction |
| 05 | SI2 | Calibration |
| 05 | SI3 | External equipment |
| 05 | SI4 | No resources |
| 06 | ACQ | Acqgen |
| 06 | ADP | Adaps |
| 06 | ANT | Telemetry antenna |
| 06 | COM | Communications switch |
| 06 | DAT | West dats/sat dats |
| 06 | DFL | Downfall |
| 06 | DLS | Gps datalink system |
| 06 | GRR | Gps reference receiver |
| 06 | IFD | Ifdaps |
| LVL 2 | LVL 3 | DESCRIPTION |
| 06 | LAN | Cine-t (contraves) |
| 06 | LTE | Distribution switch |
| 06 | MAP | Manpower |
| 06 | MCR | Mission control room |
| 06 | MER | Mercury boulevard |
| 06 | MSC | Masscomp |
| 06 | PAD | Dpad |
| 06 | PBL | Piball |
| 06 | POD | Ards pod |
| 06 | RDR | Radar (fps-16) |
| 06 | REC | Recovery |
| 06 | RNG | Pira |
| 06 | SCR | Strip charts |
| 06 | TEC | Teccs |
| 06 | TOL | Take off & landing towers |
| 06 | TRK | Tracker |
| 06 | TRP | Gps tspi processing |
| 06 | VAN | Telemetry van/ridley mobile |
| 06 | VBS | Video bomb scoring |
| 07 | WXE | En route / destination weather |
| 07 | WXL | Lightning |
| 07 | WXN | No weather |

| | | |
|----|------------|------------------------------------|
| 07 | WXP | Previous weather |
| 07 | WXR | Precipitation |
| 07 | WXT | Temperature |
| 07 | WXV | Visibility |
| 07 | WXW | Winds |
| 08 | MDC | Modification ccb |
| 08 | MDD | Modification documentation |
| 08 | MDM | Modificaiton maintenance |
| 08 | MDP | Modification project |
| 08 | MDR | Modification resource availability |
| 08 | MDS | Modification safety |
| 08 | MDY | Modification supply |
| 09 | HH1 | Special inspection |
| 09 | HH2 | Incentive |
| 09 | HH3 | Exercises |
| 09 | HH4 | Vip |
| 10 | ATA | Airspace |
| 10 | ATF | Airfield |
| 10 | ATS | Shuttle |
| 11 | AFF | Aircraft ferry flight |