

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**



AIR FORCE INSTRUCTION 13-202

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Space, Missile, Command, and Control

OVERDUE AIRCRAFT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements AFPD 13-2, *Air Traffic Control, Airspace, Airfield, and Range Management*. It applies to all Air Force, Air National Guard (ANG) and Air Force Reserve Command (AFRC) organizations (to include contracted locations) that administer procedures and/or facilities for overdue aircraft. It outlines responsibilities and establishes procedures for alerting agencies concerned with searching for overdue military aircraft. This Air Force Instruction (AFI) may be supplemented at any level, however all supplements to include interim changes to previously approved supplements must be routed to Headquarters (HQ) Air Force Flight Standards Agency, Director of Airfield Operations (HQ AFFSA/XA) for coordination prior to certification and approval. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command. The authorities to waive wing/unit level requirements in this publication are identified with a Tier ("T-0, T-1, T-2, T-3") number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1 for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with (IAW) Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS). The reporting requirement in this publication is exempt from licensing in accordance with AFI 33-324, *The Air Force Information Collections and Reports*

Management Program. See Attachment 1 for a glossary of references and supporting information used in this instruction.

SUMMARY OF CHANGES

This interim change revises AFI 13-202 by (1) updating overdue aircraft procedures and (2) incorporating SAF/IGI tier waiver authority criteria outlined in AFI 33-360. Minor changes were made throughout and include reference updates and correcting editing errors. A margin bar (|) indicates newly revised material.

Chapter 1

GENERAL INFORMATION

1.1. Search and Rescue (SAR).

1.1.1. SAR is a lifesaving service provided through the combined efforts of the federal agencies signatory to the National SAR Plan, and the agencies responsible for SAR within each state. Operational resources are provided by the U.S. Coast Guard, DOD components, Civil Air Patrol (CAP), Coast Guard Auxiliary, state, county and local law enforcement, other public safety agencies, and private volunteer organizations. Services include search for missing aircraft, survival aid, rescue, and emergency medical help for the occupants after an accident site is located.

1.1.2. National Search and Rescue Plan. By federal interagency agreement, the National Search and Rescue Plan provides for the effective use of all available facilities in all types of SAR missions. These facilities include aircraft, vessels, pararescue and ground rescue teams, and emergency radio fixing.

1.1.2.1. Under the plan, the U.S. Coast Guard is responsible for the coordination of SAR in the Maritime Region, and the USAF is responsible in the Inland Region. To carry out these responsibilities, the Coast Guard and the Air Force have established Rescue Coordination Centers (RCCs) to direct SAR activities within their regions.

1.1.2.2. Aircraft emergency, distress, and urgency information will be passed to the appropriate RCC through an Air Route Traffic Control Center (ARTCC), Flight Service Station (FSS), or Automated Flight Service Station (AFSS).

1.2. SAR agencies and responsibilities.

1.2.1. The Air Force Rescue Coordination Center (AFRCC), is located at Tyndall Air Force Base, Florida and assigned to the 1 AF (Air Forces Northern). As the United States' inland search and rescue coordinator, the AFRCC serves as the single agency responsible for coordinating on-land federal SAR activities in the 48 contiguous United States while also providing SAR assistance to Mexico and Canada.

1.2.1.1. The AFRCC operates 24 hours a day, 365 days a year. The center has extensive telephone capabilities including a direct tie-in to the Federal Aviation Administration (FAA)'s alerting system and the United States Mission Control Center (USMCC).

1.2.1.2. In addition to the Cosmicheskaya Sistema Poiska Avarynyh Sudov (COSPAS)/Search and Rescue Satellite Aided Tracking (SARSAT) information, the AFRCC computer system contains vast resource files that list federal and state organizations, which can conduct or assist in SAR efforts throughout North America.

1.2.1.3. When notified that an aircraft is overdue and the Preliminary Communication Search (PRECOM) has not been successful, the RCC will:

1.2.1.3.1. In the Continental United States (CONUS), and Alaska, verify that FAA has initiated an Extended Communication (EXCOM) search.

1.2.1.3.2. In other areas, initiate the EXCOM.

1.2.1.3.3. Classify the aircraft as missing and notify the commander of the base of departure if the EXCOM is unsuccessful. If the aircraft did not depart from an Air Force base, request the installation commander nearest the point of departure assume the duties usually performed by the Commander of the base of departure. (T-1)

1.2.1.3.4. Initiate search and rescue actions. (T-1)

1.2.1.3.5. Make verbal or radio search progress reports (as often as practicable) to the commander of the base of departure. Include the commander of the base of departure as an addressee on all search mission reports (including progress, closing, or suspending reports) sent to higher headquarters.

1.2.1.4. AFRCC formulates and manages SAR plans, agreements and policies throughout the continental United States. Additionally, it presents a mobile Search Management Course to Civil Air Patrol wings, state, and local agencies throughout the United States, to produce qualified incident commanders thus improving national SAR capability.

1.2.1.5. AFRCC assigns instructors to the National SAR School at the U.S. Coast Guard Reserve Training Center, Yorktown, Virginia. The instructors teach the Inland Search and Rescue Class throughout the United States and at many worldwide military locations. This joint school is designed for civilian and military personnel from federal, state, local and volunteer organizations, all of whom are responsible for SAR mission planning.

1.2.2. The USMCC is located in Suitland, MD and serves as the U.S. operational component of a multi-agency, multi-national program using COSPAS/SARSAT to detect and accurately position emergency signals from airplanes and ships in distress.

1.2.3. CAP provides SAR mission coordinators, search aircraft, ground teams, personnel on alert status, and an extensive communications network. The CAP is the AFRCC's primary air and ground resource in the inland area, especially for extended searches.

1.2.4. FAA through the ARTCC and FSS facilities monitor and flight follow aircraft in the inland area. In addition, FAA facilities initiate EXCOM actions outlined in FAA Order Joint Order (FAAO JO) 7110.10, *Flight Services* and this AFI.

1.2.4.1. FSS serve as the central point for collecting and disseminating information on overdue or missing aircraft that are not on an Instrument Flight Rule (IFR) flight plan.

1.2.4.2. ARTCC serve as the central points for collecting information, coordinating with SAR, and conducting a communications search by distributing any necessary Alert Notice (ALNOT)s concerning:

1.2.4.2.1. Overdue or missing IFR aircraft.

1.2.4.2.2. Aircraft in an emergency situation occurring in their respective areas.

1.2.4.2.3. Aircraft on a combined Visual Flight Rule (VFR)/IFR or an air filed IFR flight plan, and 30 minutes have passed since the pilot requested IFR clearance, and neither communications nor radar contact can be established.

1.2.4.2.4. Overdue or missing aircraft, which have been authorized to operate in accordance with a Special VFR (SVFR) clearance.

1.2.5. MAJCOMs are responsible for Outside the Continental United States (OCONUS) regions and must publish region or theater-specific overdue aircraft procedures. National regulations or agreements adopted for USAF use in overseas areas take precedence over this instruction; however, every effort should be made to conform to this instruction. Refer conflicting procedures to higher headquarters for review and direction. Include host nation procedures adopted for USAF use in MAJCOM supplements or equivalent. (T-1)

1.2.6. Installation Commander.

1.2.6.1. At Air Force bases with an operational runway and auxiliary airfields (as applicable), ensure procedures are developed to take appropriate SAR actions. (T-1)

1.2.6.2. Must comply with FAAO JO 7110.10, FAAO JO 7110.65, *Air Traffic Control*, AFI 91-204, *Safety Investigations and Reports*, AFI 91-206, *Participation in a Military or Civil Aircraft Accident Safety Investigation* and this AFI for overdue aircraft guidance. (T-0)

1.2.6.3. When notified that an aircraft is classified as missing, the departure base installation commander will:

1.2.6.3.1. Notify the Chief of Staff, Headquarters US Air Force and the Director of Flight Safety, Kirtland AFB, New Mexico through the National Military Command Center (NMCC). Include the names, grades, and service numbers of crew and passengers; type of aircraft; aircraft number; home base of aircraft; home base of pilot; place of departure; time of departure; intended destination; route; mission; estimated time enroute; position when last reported; weather enroute; and any other pertinent information. (T-1)

1.2.6.3.2. Notify, by the most expeditious means of communications, the commander of each person in the aircraft and home base of the aircraft. Keep these commanders informed of the search progress. (T-3)

1.2.7. In the CONUS, Alaska, Hawaii and U.S. Territories, the departure base (military or civil airfield) is responsible for SAR action until receipt of the destination base acknowledgment for the flight notification message. This responsibility is then transferred to the destination base. (T-1)

1.2.7.1. In the case of a U.S. registered aircraft, or any aircraft known to be piloted by or transporting U.S. citizens and enroute within a foreign country or between two foreign countries notify the Washington Communications Control Center immediately via Service B message addressed to KRWAYAYX or RWA if the overdue report is received either from someone directly concerned or from aviation authorities of a foreign country. (T-0)

1.2.8. The Alaska Rescue Coordination Center (AKRCC).

1.2.8.1. The AKRCC serves as the single agency responsible for coordinating on-land and aviation federal SAR activities in the mainland of Alaska. The primary mission of the AKRCC is to provide a 24-hour rescue coordination capability in support of US military and civil aviation search and rescue (SAR) needs in the Alaska search and rescue region (SRR). Additionally, the AKRCC may provide assistance in the prosecution of

humanitarian SAR in Alaska, other countries, and to SAR agencies in other SRRs if it does not conflict with AKRCC's primary mission.

1.2.8.2. Located at Joint Base Elmendorf-Richardson, the AKRCC operates 24 hours a day, seven days a week. The center directly ties in to the Federal Aviation Administration's alerting system and the U.S. Mission Control Center. In addition to the SRSAT information, the AKRCC computer system contains resource files that list federal, state and volunteer civilian organizations which can conduct or assist in SAR efforts throughout the state and neighboring regions.

1.3. Waivers, Recommended Changes and Issuing New SAR Policy or Procedures.

1.3.1. Waiver Authority.

1.3.1.1. Waiver authority for Tier 0: Non-AF authority (e.g. FAA).

1.3.1.2. Waiver authority for Tier 1: MAJCOM/CC (delegable no lower than the MAJCOM Director, with the concurrence of HAF/A3).

1.3.1.3. Waiver authority for Tier 2: MAJCOM/CC (delegable no lower than MAJCOM/A3).

1.3.1.4. Waiver authority for Tier 3: Wing/CC (delegable no lower than Group/CC or equivalent).

1.3.1.5. Waiver authority for Non-tiered compliance items targeted for functions above the wing or equivalent is AFFSA/XA.

1.3.2. Waiver Process.

1.3.2.1. Process waiver requests IAW AFI 33-360, paragraph 1.9.5. (T-1) Units may use the AF Form 4058, *Airfield Operations Policy Waiver* to process waivers to this instruction.

1.3.2.2. If deemed necessary, submit additional data (e.g., Letters of Procedure (LOP), airspace maps, traffic patterns, airfield diagrams) to substantiate the waiver request.

1.3.2.3. AOF/CC will forward a copy of the approved waiver to AFFSA/XA (hqaffsa.a3a@us.af.mil) for publication OPR's situational awareness, consolidation/filing into the master waiver file, and to identify/track possible trends. (T-1)

1.3.2.4. Tier 0 waiver: Following a MAJCOM/CC (delegable no lower than MAJCOM Director) request, the appropriate MAJCOM functional OPR will submit the package to AFFSA/XA. AFFSA/XA will submit the package to the publication OPR (i.e. external agency/Non-AF authority) for concurrence/approval. Package results will be provided to the appropriate MAJCOM functional OPR.

Exception: Waivers to FAA publications must be coordinated with the MAJCOM OPR for Airfield Operations (AO) and the appropriate Air Force Representative (AFREP). (T-0) Submit the waiver package and Safety Risk Management Document (SRMD) through the MAJCOM OPR for AO to AFFSA/XA. (T-0) Upon AFFSA/XA concurrence to proceed, the AFREP will forward the waiver package and SRMD to FAA for processing. The AFREP will monitor the waiver process and inform the requesting unit, MAJCOM

OPR for AO, and AFFSA/XA of FAA's determination. (T-0)

1.3.2.5. **Tier 1 waiver:** Following a MAJCOM/CC (delegable no lower than MAJCOM Director) request, the appropriate MAJCOM functional OPR will submit the package to AFFSA/XA. AFFSA/XA will submit the package to HAF/A3 (certifying official) for concurrence. Package results will be provided to the appropriate MAJCOM functional OPR.

1.3.2.6. Tier 2 waiver: Staff waiver requests in accordance with MAJCOM guidance. (T-2)

1.3.2.7. Tier 3 waiver: Staff waiver requests in accordance with Wing guidance. (T-3)

1.3.3. Issuing new SAR Procedures and Guidance. In accordance with AFI 33-360, *Publications Management Program*, a Guidance Memorandum (GM) or Interim Change (IC) will be used to prescribe procedures and guidance pending revision of this AFI. New USAF procedures/guidance will be distributed through appropriate MAJCOM channels. GMs and ICs will be posted on the AFPDO website until formalized in this publication.

1.3.4. Recommended Changes. Submit recommended changes to this AFI through the MAJCOM to HQ AFFSA/XA using the AF Form 847, *Recommendation for Change of Publication*. (T-1)

1.4. Supplements. This AFI may be supplemented at any level, but all supplements that directly implement this publication must be routed through HQ AFFSA/XA for coordination prior to certification and approval. (T-1)

Chapter 2

OVERDUE AIRCRAFT ACTIONS

2.1. Overdue Aircraft.

2.1.1. An aircraft on a flight plan is considered overdue when it has failed to arrive at its destination, compulsory reporting point, clearance void time or clearance limit 30 minutes after its estimated time of arrival and communications or location cannot be established.

2.1.1.1. Contact local air traffic control facilities and ARTCC sectors through the area manager.

Note: This action frequently resolves questions regarding IFR aircraft. (T-1)

2.1.2. An aircraft not on a flight plan is overdue at the actual time a reliable source reports it to be at least 1 hour late at destination.

2.1.2.1. Based on this overdue time, apply the same procedures and action times as for aircraft on a flight plan.

2.1.2.2. When such a report is received, verify (if possible) that the aircraft actually departed and that the request is for a missing aircraft rather than a person.

2.1.2.3. Refer missing person reports to the appropriate authorities.

2.2. PRECOM Search Actions.

2.2.1. Destination Base. The agency responsible for flight following aircraft at the destination base (*normally the host Airfield Management*) will:

2.2.1.1. Contact local air traffic control facilities and ARTCC sectors through the area manager. **NOTE:** This action frequently resolves questions regarding IFR aircraft.

2.2.1.2. Notify the destination tie-in FSS if the responsible agency is in CONUS or Alaska; in other areas notify the RCC. (T-1)

2.2.1.3. Initiate a ramp check. (T-1)

2.2.1.4. Check adjacent airports that could accommodate the aircraft. (T-1)

2.2.1.5. If the above search actions do not ascertain the aircraft's whereabouts, transmit Q Signal - QALQ (see Attachment 2) as outlined in FAAO JO 7110.10, Chapter 8, Section 2, paragraph 8-2-1. (T-0)

2.2.1.6. If the aircraft is located after the signal QALQ is sent, the destination base shall transmit a cancellation message to all recipients of the signal QALQ. (T-2)

2.2.1.7. Alaska AFBs. Refer to Alaska Flight Service Information Area Group (FSIAG) directives for additional information. (T-1)

2.2.2. Actions Upon Receipt of a QALQ.

2.2.2.1. The base that transmitted the original flight plan proposal shall:

2.2.2.1.1. Immediately transmit a message containing all information not previously sent to the destination base. (T-1)

2.2.2.1.2. Conduct a ramp check and local airport check. (T-1)

2.2.2.1.3. Provide follow-up actions if location extends into the aircraft flight plan area. (T-1)

2.2.2.2. The departure base shall:

2.2.2.2.1. Complete a ramp check. (T-1)

2.2.2.2.2. Conduct a local communications search for the aircraft. (T-1)

2.2.2.2.3. If the aircraft is located, notify the destination base. **Note:** The destination base shall close the file on the aircraft. See FAAO JO 7110.10, Section 8-2-2. (T-0)

2.2.2.2.4. If unable to obtain additional information transmit a message to the destination base, tie-in FSS and controlling ARTCC containing all information not previously sent. Include any verbal or written remarks made by the pilot that may be pertinent to the search. See FAA JO 7110.10, Section 8- 2-2. (T-0)

2.3. EXCOM Search Actions.

2.3.1. If the PRECOM is not successful (e.g., QALQ is negative or the aircraft has not been located within 30 minutes after it becomes overdue) the destination base shall:

2.3.1.1. Declare the aircraft officially overdue. (T-1)

2.3.1.2. Transmit a numbered Information Request (INREQ) message to the departure base, facilities with communication outlets along the route, and other AFSS/FSS/Flight Watch and ARTCCs along the route. If the departure base, route of flight, destination base or alternate base is within 50 miles of the Great Lakes, include Cleveland AFSS as an addressee. See FAAO JO 7110.10, Chapter 8, Section 3, paragraph 8-3-1 for additional information. (T-0)

2.3.1.3. Transmit a numbered cancellation message containing the location of the aircraft to all INREQ addressees and notify associated ATCT facilities when the aircraft is located. **Note:** RCC does not have transmit capability therefore, acknowledgement is not required for messages to RCC. (T-2)

2.3.2. Actions Upon Receipt of INREQ. Each base receiving an INREQ shall take the following actions:

2.3.2.1. Conduct a check of local flight traffic log/facility records. (T-1)

2.3.2.2. Check airports in the area and along the proposed route of flight that could accommodate the aircraft. (T-1)

2.3.2.3. Notify appropriate ATC facilities. (T-1)

2.3.2.4. Conduct a ramp check. (T-1)

2.3.2.5. Reply to the INREQ with a numbered message within 1 hour. **Note:** If unable to complete the search within 1 hour, forward a status report followed by a final report when the search is complete. If reply contains pertinent information such as aircraft location or position report, send a numbered message to the INREQ originator. **Note:** The destination base shall retransmit the information, as necessary to all original addressees. (T-1)

2.3.3. If the replies to the INREQ are negative, or if the aircraft is not located within 1 hour after transmission of the INREQ, or upon fuel exhaustion time, whichever occurs first, the destination base shall:

2.3.3.1. Transmit an ALNOT to the appropriate Regional Operations Center and those facilities within the search area. In addition, address the RCC using the collective address KSARYCYX. **Note:** The search area is normally that area extending 50 miles on either side of the proposed route of flight from the last reported position to the destination. The search area may be expanded to the maximum range of the aircraft at the request of the RCC or by the destination base. (T-1)

2.3.3.2. If the departure base, route of flight, destination base, or alternate airports are within 50 miles of the Great Lakes, include Cleveland AFSS as an addressee. They will relay to the Cleveland RCC. Include all information in the ALNOT message that will assist in search activities (same as INREQ plus any additional information received). (T-1)

2.3.3.3. Call the AFRCC at Tyndall AFB to ensure delivery of the ALNOT and to answer any inquiries ten minutes after issuance of the ALNOT. See Table 2.1 for RCC agency contact information. (T-1)

2.3.4. Actions Upon Receipt of ALNOT. Each base whose flight plan area extends into the ALNOT search area shall:

2.3.4.1. Immediately conduct a communications search of those flight plan area airports that fall within the ALNOT search area that could accommodate the aircraft or were not checked during the INREQ search. (T-1)

2.3.4.2. Notify the appropriate Air Traffic Control Tower (ATCT) facilities. (T-1)

2.3.4.3. Request the appropriate law enforcement agency to check airports that cannot be contacted otherwise. (T-1)

2.3.4.4. Request search assistance from aircraft traversing the search area. (T-1)

2.3.4.5. Suspend the ALNOT until canceled. (T-1)

2.3.4.6. Record the ALNOT. See FAAO JO 7110.10, Chapter 8. (T-0)

2.3.4.7. Within 1 hour after receipt of the ALNOT, notify the originator of the results or status of the communications search. If the reply contains pertinent information, such as aircraft location or position report, transmit to the destination base. **Note:** The destination base shall retransmit the information, as necessary, to all original addresses. (T-1)

2.3.5. Bases that have any portion of their incoming calls and/or Service B diverted to another base shall notify that facility of the ALNOT. The base receiving diverted traffic shall check their records and advise of any information or contact with the aircraft. (T-1)

2.3.6. If the EXCOM fails to locate the aircraft or if 1 hour has elapsed since ALNOT transmission, whichever occurs first, call the RCC and, if appropriate, the Cleveland AFSS, which notifies the Cleveland RCC, and provide all pertinent available information about the overdue aircraft not already provided in the ALNOT to include:

- 2.3.6.1. Facility and the person calling. (T-1)
 - 2.3.6.2. Flight plan, including color of aircraft, if known. (T-1)
 - 2.3.6.3. Time the last radio transmission was received, by whom, and frequency used. (T-1)
 - 2.3.6.4. Last position report and how determined. (T-1)
 - 2.3.6.5. Action taken by reporting facility and proposed action. (T-1)
 - 2.3.6.6. Number of persons on board. (T-1)
 - 2.3.6.7. Fuel status. (T-1)
 - 2.3.6.8. Facility working aircraft and frequency. (T-1)
 - 2.3.6.9. Last known position, estimated present position, and maximum range of flight of the aircraft based on remaining fuel and airspeed. (T-1)
 - 2.3.6.10. Position of other aircraft near aircraft's route of flight, when requested. (T-1)
 - 2.3.6.11. Whether or not an Emergency Locator Transmitter (ELT) signal has been heard or reported in the vicinity of the last known position. (T-1)
 - 2.3.6.12. Other pertinent information. (T-1)
- 2.3.7. Cancellation of ALNOT. The ALNOT remains current until the aircraft is located or the search is suspended by the RCC. The ALNOT originator shall then transmit a cancellation message with the location of the aircraft, if appropriate, addressed to all recipients of the ALNOT. Each base shall notify all previously alerted facilities and agencies of the cancellation. (T-1)
- 2.3.8. For other SAR Actions see FAAO JO 7110.10, Chapter 8.

Table 2.1. Rescue Coordination Centers

| | |
|---|----------------|
| Air Force Rescue Coordination Center | |
| Tyndall AFB, Florida | |
| Commercial | 850-283-5955 |
| WATS | 800-851-3051 |
| DSN | 312-523-5955 |
| 11th AKRCC/Alaska Rescue Coordination Center | |
| Joint Base Elmendorf-Richardson, Alaska | |
| Commercial | 907-551-7230 |
| Toll Free | 1-800-420-7230 |
| DSN | 317-551-7230 |
| Honolulu Joint Rescue Coordination Center | |
| HQ 14th CG District | |
| Commercial | 808-541-2500 |
| DSN | 315-448-0301 |

2.4. DELETED.

JOHNNY A. WEIDA, Maj Gen, USAF
Asst DCS, Operations, Plans, and Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

AFI 33-360, *Publications and Forms Management*, 25 September 2013

AFI 33-324, *The Air Force Information Collections and Reports Management Program*, 6 March 2013

AFMAN 33-363, *Management of Records*, 1 March 2008

AFI 91-204, *Safety Investigations and Reports*, 12 February 2014

AFI 91-206_IP, *Participation in a Military or Civil Aircraft Accident Safety Investigation*, 8 July 2004

FAAO JO 7110.10, *Flight Services*, 3 April 2014

FAAO JO 7110.65, *Air Traffic Control*, 3 April 2014

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

AF Form 4058, *Airfield Operations Policy Waiver*

Abbreviations and Acronyms

AAS—Airport Advisory Service

AFFSA—Air Force Flight Standards Agency

AFRCC—Air Force Rescue Coordination Center

AFSS—Automated Flight Service Station

AKRCC—Alaska Rescue Coordination Center

ALNOT—Alert Notice

ARTCC—Air Route Traffic Control Center

AST—Alaska State Troopers

ATC—Air Traffic Control

ATCT—Air Traffic Control Tower

CAP—Civil Air Patrol

CONUS—Continental United States

COSPAS—Cosmicheskaya Sistema Poiska Avariynyh Sudov

ELT—Emergency Locator Transmitter

EXCOM—Extended Communication Search

FAA—Federal Aviation Administration

FAAO—Federal Aviation Administration Order
FSIAG—Flight Service Information Area Group
FSS—Flight Service Station
GM—Guidance Memorandum
IFR—Instrument Flight Rules
INREQ—Information Request
NMCC—National Military Command Center
NPS—National Park Service
OCONUS—Outside the Continental United States
PRECOM—Preliminary Communications Search
QALQ—Information Request to Departure Station
RCC—Rescue Coordination Centers
SAR—Search and Rescue
SARSAT—Search and Rescue Satellite Aided Tracking
SMC—SAR Mission Coordinator
SVFR—Special VFR
TWEB—Transcribed Weather Enroute Broadcast
USCG—United States Coast Guard
USMCC—United States Mission Control Center
VFR—Visual Flight Rules

Terms

Alert Notice—A request originated by the destination base, flight service station (FSS) or an air route traffic control center (ARTCC) for an extensive communication search for overdue, unreported, or missing aircraft.

Air Route Traffic Control Center—A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft.

Flight Service Station—An air traffic facility which provides pilot briefings, flight plan processing, en route radio communications, search and rescue services, and assistance to lost aircraft and aircraft in emergency situations. FSSs also relay ATC clearances, process Notices to Airmen, broadcast aviation weather and aeronautical information, and notify Customs and Border Protection of transborder flights. In addition, at selected locations, FSSs provide En Route Flight Advisory Service (Flight Watch) and Airport Advisory Service (AAS). In Alaska, designated FSSs also provide TWEB recordings and take weather observations.

Information Request—A request originated by the destination base for information concerning an overdue aircraft.

Attachment 2

Q SIGNALS

Table A2.1. Q Signals.

| SIGNIFICATION | | |
|---------------|--|--|
| SIGNAL | Question of Interrogatory Form (Signal followed by letter Q) | ANSWER Information or Advise Form (Signal only, except as noted) |
| QAL | Has aircraft... landed at your location (or at...)? | Aircraft... landed here at.... hours (or landed... at... hours). |
| QRU | Have you anything for me (or for...(location or person)? | I have nothing for you or for... (location or person)] |
| QSL | Can you acknowledge receipt of transmission number...(or type message)? | I acknowledge receipt of transmission number... (or type of message). |
| QSM | Shall I repeat the last message transmission or portion indicated sent to me (or transmission(s) from...)? | Repeat the last message (transmission or portion indicated) sent to me (or transmission(s) from...). A--not received. B--partially received (garbled). |
| QTA | Shall I cancel message number...(or other identification)? | Cancel message number...(or other identification). |