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USAF

28 March 1969

STANDARD OPERATING PROCEDURE

H-50-18 This SOP supercedes H-50-18 dated 1 July 1968.

FLIGHT PLANNING

- I. PURPOSE: To outline responsibilities and procedures pertinent to the Flight Planning Section.
- II. SCOPE: The provisions of this SOP are applicable to the Flight Planning Section.
- III. RESPONSIBILITY: The responsibility for mission preparation will be shared jointly between the [REDACTED] Flight Planner and the [REDACTED]. In general, the [REDACTED] Flight Planner will prepare materials for flights conducted by [REDACTED] Pilots and the [REDACTED] for flights conducted by [REDACTED]. The [REDACTED] Flight Planner will exercise supervisory control over the Flight Planning Section.

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IV. PROCEDURES:

A. Operational Missions:

- (1) Preparation of Routes: As soon as practical after receipt, the Director of Operations will provide the Flight Planning Section with a sterilized copy of the route message. The following tasks will be accomplished as soon as practical and not later than five (5) hours after receipt.

(a) Prepare Pilot's JN Chart as directed below:

- (1) Accomplish Para B (Chart preparation) of Flight Planners Checklist.
- (2) Draw the route in blue pencil.
- (3) Mark all flight lines in red pencil.
- (4) All emergency field radials will be given in green pencil.
- (5) Radio beacons with freq and call signs will be in red pencil.
- (6) TACAN with freq and call signs will be in blue pencil.

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- (8) BW checks will be at the point/time in red pencil beside an asterisk.
- (9) All other chart annotations can be in either red or blue pencil.

(b) Prepare worksheet and green card utilizing section C (GREEN CARD) of Flight Planners checklist.

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(a) Prepare five [redacted] charts for distribution as follows:

- (1) Pilots Emergency Map.
- (2) Detachment Commander's Route Book.
- (3) [redacted] Headquarters.
- (4) Liaison Office (Size 17 X 13 $\frac{1}{2}$).
- (5) 35th Squadron Commander (Subsequent to mission completion).

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NOTE: All charts above will have the route marked in blue pencil and the flight lines in red pencil. Additionally, charts (2) thru (5) above will reflect the canned route number, the total flight time, the total distance and the time over denied territory.

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(d) Three [redacted] white maps, with the entire route in blue pencil and the following annotations: Canned Route number, total distance, total flight time and the time over denied territory. (To be placed in an envelope with [redacted] map((c)(3) above) to be hand carried to [redacted] Headquarters at the same time as [redacted] map((c)(4) above) is hand carried to Liaison Office.)

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- (e) All elements of the route mission package will be completed and cross-checked by [redacted] Planners. The worksheet will be initialed to verify that the cross check has been accomplished.
- (f) Coordinate with appropriate Special Equipment personnel to confirm film requirements for 100 percent coverage in the programmed modes.
- (g) The JN chart will be hand carried to Intelligence/PI for the preparation of a route overlay. When this is completed the route folder will be returned to the Director of Operations.

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- (2) Mission preparation after receipt of an alert: To finalize the mission package and briefing data subsequent to receipt of the mission alert message, the following actions will be taken:
- (a) Obtain the mission package from the Director of Operations; check it against the message and correct for any changes in the route or procedures.
 - (b) Assemble at 2400L, or as directed, to finish the worksheet, green card and pilot's chart after receipt of the route winds. Use the current checklist to validate the mission package. (See Atch 1).
 - (c) Inform the Director of Operations of any change in planned take-off time, significant discrepancies in predicted fuel reserve, etc..
 - (d) Coordinate with tracker personnel to establish film fegging requirements.
 - (e) Coordinate [REDACTED] times and frequencies with the Chief of Communications.
 - (f) Prepare an acetate route overlay for the briefing and flight following map.
 - (g) Prepare an acetate weather overlay from the latest weather forecast for the pilots briefing.
 - (h) Prepare the mission briefing and the mission data board.
 - (i) The [REDACTED] Flight Planner on duty, will conduct the Navigation portion of the mission briefing, except when [REDACTED] is scheduled to fly; in this case a U.S. Flight Planner will conduct the Navigation portion.

(3) Flight Planner responsibilities during an Operational Mission:

- (a) Transfer overlays to the flight following map in the Command Post. Place the mission data board in a conspicuous spot in the Command Post.
- (b) Confirm the time back on the Command Post clocks.
- (c) One flight planner will be available at the launch site 20 minutes prior to scheduled take-off. He will correct the green card and charts for any change received prior to take-off. 25X1C
- (d) One flight planner [REDACTED] will be available for Command Post duty to plot mission progress on the flight following board.

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- (4) **Flight Planners responsibilities subsequent to mission recovery:**
- (a) Prepare the debriefing board.
 - (b) Transfer overlays to the briefing room map.
 - (c) The navigation portion of the debriefing will be conducted by the Chinese and U.S. Flight Planners, as required.
 - (d) The [REDACTED] Flight Planner will prepare the mission summary message. 25X1C
 - (e) All materials pertinent to the mission will be placed in the mission package and returned to the Director of Operations.

B. TRAINING MISSIONS:

- (1) Training routes will be prepared as required. Each route will have a standard worksheet and flight following data board/map. Annotations will be in accordance with current procedures.
- (2) Mission preparation will commence after distribution of the daily Operations Order. To the extent possible, [REDACTED] Flight Planners will prepare, brief and debrief missions flown by Chinese Pilots and U.S. Flight Planners will prepare, brief and debrief missions flown by U.S. Pilots. 25X1C
- (3) Flight Planners will be responsible for preparing and maintaining the currency of appropriate flight following maps in the Command Post. A Flight Planner is not required in the Command Post while training missions are in progress, but will be immediately available in the building.
- (4) The debriefing board will be completed prior to scheduled debriefing as announced by the Director of Operations.

C. ADDITIONAL DUTIES:

- (1) The Flight Planning Section is responsible for the preparation of all charts, green cards, fuel curves and flight packets for all operational, training and ferry missions flown from this Detachment.
- (2) The Chief Flight Planner will maintain an adequate quantity of all required charts, publications, supplies and will be held accountable for all non-expendable issued supplies.

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- (3) A supply requisition, (DD Form 1149) will be used and forwarded in single copy to order charts and flight publications. No annotation will be made except the type and quantity of maps or publications desired plus the precedence "IMMEDIATE". The Detachment receives routine distribution of Almanacs, Terminal Let Down Books, FLIP Charts and Enroute Supplements.
- (4) The U.S. Flight Planner/Chief [REDACTED] will be responsible for hacking the clocks in the Command Post each morning prior to the first scheduled take-off. The clocks will be wound on a weekly basis.

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D. FUEL CURVES:

- (1) A complete set of fuel curves will be maintained on each aircraft assigned to this Detachment. When a new aircraft arrives, the Chief of Flight Planning will coordinate with the Director of Operations to schedule the fuel curve training missions necessary to meet this requirement. Fuel curves must anticipate and approximate predicted operational commitments. The following mission profile/fuel load combinations should be considered for fuel curve data and are listed in priority order:
 - (a) Maximum Altitude/1088 gallons fuel load.
 - (b) Maximum Altitude/1288 gallons fuel load.
 - (c) Maximum Altitude/1588 gallons fuel load.
 - (d) Maximum Altitude/1688 gallons fuel load.

NOTE: The above priority will be reviewed periodically by comparison with predicted operational requirements.

- (2) Fuel curves will be maintained in a Fuel Curve notebook. Fuel curve will be revised as required by an Engine/Fuel Control Change. Messages pertaining to fuel curves will be filed and maintained by the Operations Section. Representative fuel curves will be forwarded to other using agencies in accordance with applicable directives.

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Detachment Commander

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