

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

**AIR FORCE MANUAL 16-604**

**20 OCTOBER 2009**

**Operations Support**



**IMPLEMENTATION OF, AND  
COMPLIANCE WITH, THE TREATY ON  
OPEN SKIES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This publication implements AFPD 16-6, *Arms Control Agreements* and Department of Defense (DoD) Directive (DoDD) 2060.1, *Implementation of, and Compliance with Arms Control Agreements*, January 9, 2001, by providing guidance directly associated with Air Force implementation of, and compliance with, the Treaty on Open Skies. It applies to all Air Force organizations responsible for implementing and complying with arms control agreements, specifically those organizations involved with the acquisition, operation and maintenance of the U.S. Air Force Open Skies observation aircraft and media processing facility, those organizations that provide logistics support to the U.S. and foreign Open Skies observation aircraft and teams, and those organizations responsible for protecting U.S. Air Force equities against the vulnerabilities associated with the Open Skies observation regime. This AFMAN may be supplemented at any level, but all supplements must be routed to AF/A5XP 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 Major Command (MAJCOM) publications/forms managers. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>.

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## Chapter 1

### CLASSIFICATION, CONTROL AND CHANGES

- 1.1. This document is UNCLASSIFIED.
- 1.2. Air Force organizations may reproduce this plan or portions of this plan as needed for the planning and conduct of compliance activities.
- 1.3. Strict adherence to Open Skies Treaty (OST) requirements and maximization of standard operating procedures for Open Skies activities and missions is paramount.
  - 1.3.1. All Air Force organizations and personnel are responsible for compliance with Department of Defense Directive (DoDD) 2060.1, *Implementation of, and Compliance with, Arms Control Agreements*, January 9, 2001, which establishes policy and responsibilities for implementation of and compliance with arms control agreements.
  - 1.3.2. All Air Force organizations and personnel are responsible for compliance with Under Secretary of Defense Memorandum, *Implementation of, and Compliance with, the Treaty on Open Skies*, June 4, 2004, which provides guidance for implementation of and compliance with the OST.
- 1.4. AF/A5XP will maintain this *USAF Open Skies Guidance*.
- 1.5. Organizations with recommended changes to this guidance should coordinate proposed changes through responsible United States Air Force (USAF) Major Commands (MAJCOMs).
  - 1.5.1. MAJCOMs with recommended changes will forward proposed changes to AF/A5XP for final approval and incorporation into the *USAF Open Skies Guidance*.
- 1.6. This document will be reviewed on an annual basis and updated as required.

## Chapter 2

### OVERVIEW

#### 2.1. General

2.1.1. This guidance articulates USAF processes, provides procedural guidance, and specifies Headquarters USAF, MAJCOMs, and unit responsibilities for implementation of and compliance with the OST. It also provides direction and planning factors for implementing the OST.

2.1.2. This guidance provides implementation direction for USAF activities in support of the OST mission to include: coordination and scheduling of missions, initiative development and coordination, training, financial oversight, Service representation in OST working groups, utilization of USAF assets and personnel, and input into the U.S. Open Skies platform and related hardware choices. It also spells out U.S. Government (USG) and USAF organizational responsibilities.

2.1.3. All U.S. forces within the territory of an OST signatory (includes all U.S. territory and many European countries, reference Paragraph 2.3.1.), are vulnerable to over flight during OST observation missions in accordance with the OST and National Security Presidential Directive (NSPD) 13, *United States Policy and Organization for the Implementation of the Treaty on Open Skies*, May 6, 2002.

2.1.4. This guidance is designed to be a basic reference and information resource to Air Force personnel involved with OST implementation.

2.1.5. USAF facilities/forces directly impacted by the OST include those designated as Open Skies Points of Entry/Exit (POE/POX), Open Skies Airfields (OSA), Open Skies Refueling Airfields (OSRA), Open Skies Gateways, transit airfields, and Open Skies Media Processing Facilities (OSMPF). The OST also directly impacts the base and maintenance facilities for the OC-135B aircraft fleet.

2.1.6. Affected MAJCOMs (see Paragraph 4.1.5.) will develop implementation plans and procedures to execute this guidance.

#### 2.2. Introduction

2.2.1. The Eisenhower Administration originally proposed an Open Skies regime in 1955. Eisenhower's Open Skies regime, presented to the Soviets during the Geneva Summit in Switzerland, was a bilateral initiative that sought to protect against a nuclear attack by superior forces. At the height of the Cold War, the Soviets found this initiative unacceptable.

2.2.2. With a decline in superpower tensions, President George H. W. Bush revived the Open Skies concept in 1989. Negotiations between the North Atlantic Treaty Organization (NATO) and former Warsaw Pact nations to formulate a treaty began in Ottawa, Canada in February 1990, and continued in Budapest, Hungary in April 1990. However, these talks reached no conclusive agreement. With the failed Soviet coup in Moscow, Russian Federation and the subsequent changes it brought, the collapsing Soviet Union agreed to open its territory to aerial observation. Negotiations resumed in Vienna, Austria in

November 1991, and the multi-national OST was signed in Helsinki, Finland on 24 March 1992.

2.2.3. Within the framework of the Organization for Security and Cooperation in Europe (OSCE), the goal of the OST is to strengthen peace, stability, and cooperative security by promoting openness and transparency of military forces and activities. The Treaty establishes a regime of aerial observations of the signatories' territory in order to gather information about military forces and activities. By establishing this regime of observation flights, the Treaty seeks to increase confidence and security among its signatories, facilitate verification of other arms control agreements, and provide information for crisis management and conflict prevention.

2.2.4. Overflight of OST states by observing Party aircraft equipped with Treaty-compliant sensors will occur as the focal point of the Treaty's confidence and security building regime. As a result, the entire U.S. sovereign territory and U.S. assets in any OST State Party are susceptible to imaging from Open Skies aircraft during observation flights.

2.2.5. Six months after entry-into-force (EIF) the treaty was opened to accession by any interested State, subject to consensus by the current signatories in the Open Skies Consultative Commission (OSCC). The OST is not restricted geographically.

2.2.6. Observation and demonstration flights may be flown over the entire territory of all signatories and take priority over regular air traffic. For the U.S. this scenario is covered in Federal Aviation Administration (FAA) Order 7110.65P, *Air Traffic Control*, Paragraph 9-2-21. Transit flights are not covered by this FAA Order. Once the flight plan is agreed upon, only flight safety considerations may restrict the conduct of observation flights.

2.2.7. The OST entered-into-force on 1 January 2002. Three years of phased implementation followed during which no more than 75% of the quota allocation could be conducted. The OST entered into full implementation on 1 January 2006.

### **2.3. Participating States Parties**

2.3.1. States party to the OST as of 1 October 2009:

Belgium	Bulgaria	Canada
Czech Republic	Denmark	Estonia
France	Germany	Greece
Hungary	Iceland	Italy
Latvia	Lithuania	Luxembourg
Netherlands	Norway	Poland
Portugal	Romania	Slovak Republic
Slovenia	Spain	Turkey
United Kingdom	United States of America	Belarus
Bosnia-Herzegovina	Croatia	Finland
Georgia	Russian Federation	Sweden
Ukraine		

Kyrgyzstan: original signatory, but has not ratified the Treaty

Cyprus: not yet approved for accession by the OSCC

## 2.4. Quota Distribution

2.4.1. Passive quotas: the number of observation flights that a State Party is legally obligated to receive/accept annually as an Observed Party.

2.4.2. The distribution of Passive observation quotas is listed below.

BENELUX <sup>1</sup>	6
Bulgaria	4
Canada	12
Czech Republic	4
Denmark	6
Estonia	3
France	12
Germany	12
Greece	4
Hungary	4
Iceland	4
Italy	12
Latvia	4

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<sup>1</sup> BENELUX: Belgium, Netherlands & Luxembourg Group of States Parties



Lithuania	4
Norway	7
Poland	6
Portugal	2
Romania	6
Slovak Republic	2
Slovenia	4
Spain	4
Turkey	12
United Kingdom	12
United States of America	42
Belarus / Russian Federation <sup>2</sup>	42
Bosnia-Herzegovina	4
Croatia	4
Finland	5
Georgia	4
Sweden	7
Ukraine	12

2.4.2.1. Group of States Parties. Two or more States Parties that have agreed to form a group for the purposes of this Treaty. Each observation flight over the territory of any of the Group of States Parties shall count against the total passive quota of each Party within the Group.

## 2.5. U.S. Open Skies Airfields

2.5.1. The following U.S. airfields support the OST:

2.5.1.1. Points of Entry / Points of Exit (POE/POX):

Dulles IAP: Washington, DC  
Travis AFB, CA

2.5.1.2. Open Skies Airfields (OSA):<sup>3</sup>

Wright Patterson AFB, OH  
Travis AFB, CA  
McConnell AFB, KS

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<sup>2</sup> Belarus & Russian Federation Group of States Parties

<sup>3</sup> Open Skies Airfields (OSA) may also function as Open Skies Refueling Airfields (OSRA).

Elmendorf AFB, AK

2.5.1.3. Open Skies Refueling Airfields (OSRA):

Robins AFB, GA  
Ellsworth AFB, SD  
Hickam AFB, HI

2.5.1.4. Gateways:

RAF Mildenhall, UK  
Elmendorf AFB, AK  
Yokota AB, JA (if needed)

2.5.1.5. Transit Airfields:

Bangor IAP, ME  
Elmendorf AFB, AK / Anchorage IAP, AK

## 2.6. Open Skies Airfields and Maximum Flight Distances

2.6.1. The airfields supporting Open Skies and the Maximum Flight Distances (MFD) associated with the OSA's are listed in the Open Skies Community of Practices (CoP) on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=O-O-XP-AF-31-7-5&Filter=OO-XP-AF-31>] or contact AF/A5XP (open.skies@pentagon.af.mil) or DSN 224-0676) for this info.

## 2.7. Open Skies Aircraft

2.7.1. OST observation aircraft are listed below.

POD<sup>4</sup> Group:

C-130E: Canada

C-130H: Denmark, France, Greece, BENELUX, Norway, Portugal,  
Spain

C-130J: Italy

CN-235 CASA: Turkey

OC-135B: USA

Andover Mk 1<sup>5</sup>: UK

An-26: Hungary

An-30B: Bulgaria, Romania, Belarus/Russian Federation,<sup>6</sup> Ukraine

Saab 340/OS-100: Sweden

Tu-154M/LK1:<sup>7</sup> Russian Federation

<sup>4</sup> POD refers to a sensor pod that attaches to the wing of a C-130 aircraft

<sup>5</sup> Retired as of Summer 2008; no replacement identified

<sup>6</sup> Belarus & Russia are a Group of States Parties; Belarus does not have its own aircraft

<sup>7</sup> Leased from the Cosmonaut Training Program

2.7.2. Potential new observation aircraft:

Tu-214-ON: Russian Federation

An-74-300: Ukraine

P-3: Norway

Saab 2000: Sweden

## Chapter 3

### ORGANIZATIONAL ROLES, RESPONSIBILITIES AND AUTHORITY

#### 3.1. General

3.1.1. “DoD is responsible for overall leadership, management, and support for U.S. Open Skies observation missions, including aircraft, sensors, media processing, mission support personnel, air and mission crews and escorts, airfield and ground logistics support for both U.S. and Treaty partner aircraft and crews, transportation, linguists, and training. DoD personnel will perform duties as the senior United States Government representative during active Open Skies Treaty missions over Treaty partner countries and during passive Open Skies missions over sovereign U.S. territory.” (NSPD 13)

3.1.2. The Undersecretary of Defense for Policy (USD(P)) is responsible for overall coordination of policy for DoD involvement in the OST and represents the Secretary of Defense on OST matters in the Interagency process involving other Federal agencies and other OST parties. (DoDD 2060.1)

3.1.3. The Undersecretary of Defense for Acquisition, Technology & Logistics (USD(AT&L)) is responsible for oversight of DoD implementation of, and compliance with, arms control agreements, including the OST. The Deputy Director, Treaty Compliance (USD(AT&L)/PSA/TC) serves as the Treaty Manager for the OST. (DoDD 2060.1)

3.1.4. The DoD Open Skies Implementation Working Group (OSIWG) monitors and coordinates DoD implementation activities. (USD(AT&L) Memo, *Implementation of, and Compliance with, the Open Skies Treaty*, June 4, 2004 and SOP 07-01: *Charter: Open Skies Implementation Working Group (OSIWG)*, September 25, 2007)

3.1.5. The DoD Open Skies High Value Activities Group (HVAG) convenes under the Chairmanship of the OUSD(AT&L)/TC Treaty Manager, to address activities that may impact, or be impacted by an observation flight over the U.S. (High Value Activity (HVA) reporting is addressed in Paragraph 6.3. and SOP 05-02: *High Value Activities (HVA) Notification Procedures*, May 13, 2005.)

3.1.6. SOP 08-01: *Open Skies Concept of Operations (CONOPS)*, February 10, 2009, provides additional details on the DoD organization for implementation of, and compliance with, the Treaty on Open Skies.

#### 3.2. Command Relationships

3.2.1. At the highest level, the National Authority for the OST is the President, with the National Security Council (NSC) responsible for compliance as per NSPD 13.

3.2.2. The Department of State (DoS) is responsible for related diplomatic initiatives, and for representation of U.S. government views in the Open Skies Consultative Commission (OSCC).

3.2.3. The DoD is responsible for implementing the OST.

3.2.4. The Undersecretary of Defense for Acquisition, Technology and Logistics (USD(AT&L)) has DoD oversight responsibilities. The USD(AT&L)/DS/TC Treaty Manager acts on behalf of the USD(AT&L).

3.2.5. The DoD Defense Threat Reduction Agency (DTRA) is the supported agency and the implementing agent for the OST.

3.2.6. The Chairman of the Joint Chiefs of Staff (CJCS) oversees and facilitates the deployment of U.S. Open Skies mission assets, including the U.S. Open Skies aircraft, and prepares necessary Execute Orders (EXORDS), Deployment Orders (DEPORDS) and/or Implementation Orders (ImpORDS), as required to support OST observation missions and Joint Training Flights (JTF).

3.2.7. USEUCOM is the supported Combatant Commander for U.S. Open Skies aircraft operations outside the U.S. (OCONUS). JFCOM, USPACOM and USTRANSCOM are supporting commands for U.S. Open Skies aircraft operations. Commander, USEUCOM will exercise, or will delegate to Commander, United States Air Forces in Europe (USAFE), Operational Control (OPCON) of the U.S. Open Skies aircraft and will monitor U.S. Open Skies aircraft missions in the USEUCOM Area of Responsibility (AOR).

3.2.8. The USAF is the supporting Service in accordance with Undersecretary of Defense Memorandum: *Implementation of, and Compliance with, the Treaty on Open Skies*, June 4, 2004.

3.2.8.1. The Air Force Deputy Chief of Staff, Operations, Plans & Requirements (AF/A3/5), is the Air Force Central Authority for compliance with arms control agreements, including the OST.

3.2.8.2. The Strategic Plans and Policy Division (AF/A5XP), formerly the National Security Policy Division (AF/XONP), manages all aspects of the Air Force arms control process, including management of the OST (IAW AFPD 16-6, AFI 16-601 and AFI 16-603).

3.2.8.3. Air Combat Command (ACC), Air Force Materiel Command (AFMC), Air Mobility Command (AMC), Pacific Air Forces (PACAF) and USAFE are supporting MAJCOMs and the Air Force Intelligence, Surveillance & Reconnaissance Agency (AFISRA) is a supporting Agency.

### **3.3. Defense Threat Reduction Agency (DTRA) Role**

3.3.1. The DTRA role is outlined in (USD(AT&L) Memo, *Implementation of, and Compliance with, the Open Skies Treaty*, June 4, 2004).

3.3.2. DTRA has overall lead of U.S. observation mission teams, determines team composition, provides trained linguists/sensor operators, mission commanders and deputies, and other flight monitors and representatives required to support active and passive observation missions, JTFs and other Open Skies activities.

3.3.2.1. The DTRA Team Chief is the Mission Commander for Active Observation Missions (AOM) and active JTF's. When the AOM is conducted in the U.S. Open Skies aircraft, the Mission Commander is responsible for the conduct of the mission. The DTRA Team Chief is identified as the Escort Team Leader for Passive Observation Missions and passive JTF's. In either case, the DTRA Team Chief shall serve as the

senior U.S. Government representative during these missions, regardless of his/her relative seniority onboard the aircraft.

3.3.3. DTRA maintains the Telephone Notification System (TNS); notifies users, affected agencies, units and organizations of Open Skies activities.

### **3.4. United States Air Force (USAF) Responsibilities**

3.4.1. USAF responsibilities are outlined in (USD(AT&L) Memo, *Implementation of, and Compliance with, the Open Skies Treaty*, June 4, 2004). Air Force shall:

3.4.1.1. Acquire, operate and maintain U.S. OST aircraft.

3.4.1.1.1. Provide trained aircrews, aircraft and sensor maintenance crews.

3.4.1.1.2. Fly Open Skies sorties when U.S. aircraft are used.

3.4.1.1.3. Command U.S. Open Skies aircraft during flight operations in accordance with applicable USAF directives.

3.4.1.1.3.1. Brief observation teams on safety procedures for aircraft inspections and operations involving USAF aircraft.

3.4.1.1.3.2. The Aircraft Commander, or Pilot-in-Command, is responsible for all aspects of flight safety and execution of the flight plan with respect to USAF aircraft operations.

3.4.1.2. Acquire, integrate, and maintain required sensors.

3.4.1.3. Establish and operate an Open Skies media processing facility.

3.4.1.3.1. Perform initial processing/development of recorded media from OST missions at the OSMPPF and provide first generation media duplicates, as required.

3.4.1.3.2. Provide required recording media.

3.4.1.3.3. Provide technical subject matter experts for inspections of media processing facilities, media product evaluations, and to international sensor-related fora.

3.4.1.3.4. Provide technical representation to any multinational OST teams.

3.4.1.4. Prepare for and host U.S. and foreign Open Skies observation aircraft and teams on USAF bases.

3.4.1.4.1. Provide, as required, aircraft servicing, aircraft security and maintenance support for OST missions.

3.4.1.4.2. In conjunction with DTRA, host U.S. aircraft and sensor certification events.

3.4.1.5. Provide weather information for U.S. and foreign OST observation missions in the U.S. and for observation aircraft deployments at the Gateway airfields.

3.4.1.6. Coordinate security reviews of domestic imagery as appropriate.

### 3.5. AF/A5XP Responsibilities

3.5.1. AF/A5XP shall oversee all the USAF OST-related requirements as the USAF Treaty Implementation Manager.

3.5.2. Participate and represent Air Force equities at the OSIWG meetings, activities and issues, and when invited to participate as technical advisor in Interagency and international meetings.

3.5.2.1. Provide input to and coordinate on the Open Skies schedule.

3.5.2.2. Distribute the schedule approved at the OSIWG to the USAF. This constitutes tasking for Air Force to support the approved schedule.

3.5.3. Coordinate on Open Skies EXORDS, DEPORDS and IMPORDS.

3.5.4. Coordinate with ACC to maintain status updates of the Open Skies aircraft/aircrews concerning their availability to meet Open Skies requirements. Coordinate long-range maintenance scheduling activities with ACC, AFMC and the OSIWG.

3.5.5. Collect High-Value Activity (HVA) information from all USAF units prior to Open Skies observation flights over the U.S., provide HVA feedback and represent USAF interests during HVA Group (HVAG) meetings.

3.5.6. Submit to the Joint Staff technical notifications required by the OST for forwarding to the State Department for transmittal through appropriate diplomatic channels or communications networks.

3.5.7. Function as the Program Element Monitor (PEM) for all aspects of funding regarding OST-related activities for the USAF.

3.5.7.1. Fund OST-related and necessary maintenance and upgrades to the Open Skies aircraft and sensors, as well as for OST-related infrastructure costs.

3.5.8. Monitor the viability of the Open Skies aircraft, policy reviews related to modifying the current aircraft and initiatives to acquire new aircraft or replace the current aircraft. Coordinate with the owning MAJCOM any aircraft acquisition initiatives.

3.5.8.1. Facilitate the development and fielding of affordable and sustainable operational capabilities per AFI 10-601, *Capabilities-Based Requirements Development*.

3.5.9. Host, as needed, an Operators Workshop with, as a minimum, participants from the MAJCOMs, 55th Wing, 55th Operations Group, 45th Reconnaissance Squadron, DTRA, the OSMPF, the OC-135 Tinker AFB, OK Program Management, the National Geospatial Intelligence Agency (NGA), all Open Skies airfields and Air Staff.

3.5.10. Ensure adequate and appropriate manpower authorizations are assigned and filled to support aircraft operations and maintenance, the OSMPF and required base Treaty Compliance Offices.

### 3.6. HQ Air Combat Command (ACC) Responsibilities

3.6.1. Provide functional management of the USAF Open Skies aircraft program and aircrew operations.

3.6.1.1. Provide fully mission-capable aircraft, aircrews, and aircraft and sensor maintenance teams to support the OST mission requirements as directed by higher headquarters.

3.6.1.1.1. All USAF Open Skies observation aircraft will be equipped with OST-compliant equipment as directed by the OSIWG. These requirements have been and will continue to be developed in coordination with AF/A5XP.

3.6.1.2. Determine the number of aircrew, aircraft and sensor maintenance personnel necessary to meet OST mission requirements.

3.6.1.2.1. Determine the crew composition necessary to accomplish OST and training missions.

3.6.1.2.2. Ensure Open Skies billets are filled and personnel are qualified to support the OST mission.

3.6.1.2.3. Identify crew shortfalls which could adversely impact OST mission accomplishment.

3.6.1.2.3.1. Advise AF/A5XP of manpower shortfalls that would impact the OST mission, MAJCOM actions to resolve those shortfalls and estimated resolution timeframes.

3.6.1.3. Certify aircrew preparedness to fly missions.

3.6.1.4. Advise AF/A5XP of requests from other programs to utilize Open Skies crews to augment other flying assets.

3.6.2. Operate and, in coordination with AFMC, maintain the USAF Open Skies aircraft.

3.6.2.1. Provide representation to the observation and training Mission Planning Cells (MPC) to support the Open Skies Concept of Operations (CONOPS) (SOP 08-01).

3.6.2.1.1. Representative will ensure the Open Skies aircraft operating parameters, limitations, restrictions and guidelines are understood and adhered-to.

3.6.2.2. Deploy the USAF Open Skies aircraft and crews as tasked by appropriate CJCS EXORDS, DEPOARDS and IMPORDS in coordination with DTRA.

3.6.2.2.1. Ensure USAF Open Skies aircraft deploy on OST missions with sufficient personnel, equipment, flying time available before next scheduled inspection, and supplies (oil, hydraulic fluid, spare parts, film, bottled water, etc.) to support planned mission sorties.

3.6.2.2.2. Maintain mission support and fly-away kits onboard the USAF Open Skies aircraft.

3.6.2.2.3. Pre-position spare parts at the Open Skies Gateway airfields, as determined by the aircraft Maintenance Group.

3.6.2.3. Monitor all aspects of logistics support relating to mission accomplishment. Provide AF Form 1067 request for modifications to Oklahoma City Air Logistics Center (OC-ALC) Systems Program Manager through the lead Wings and budget (using the



Program Objective Memorandum process) for approved non-form/fit/function modifications.

3.6.2.3.1. The Systems Program Manager will process all modification (Permanent, Temporary, and Safety) proposals for validation and approvals per AFI 63-1101 (being replaced by AFI 63-131).

3.6.2.3.2. Planning, programming, and budgeting for upgrades/modifications is the responsibility of the Lead Command IAW AFPD 10-9, paragraph 1.1.

3.6.2.4. Ensure USAF Open Skies aircraft logistics support requirements at all operating locations are coordinated with, and supported by, the owning MAJCOM and airfield Treaty Compliance Office.

3.6.3. In coordination with DTRA, conduct Open Skies observation flights in support of the Open Skies schedule and appropriate orders.

3.6.3.1. Provide mission execution orders to the 55th Wing.

3.6.3.2. Maintain a 24-hour watch for mission management, decisions and issue resolution.

3.6.3.2.1. Serve as the communication focal point for interaction between aircrew, mission support personnel, and other agencies during Open Skies missions utilizing the U.S. Open Skies aircraft.

3.6.3.2.2. Ensure the deployed aircrew transmits voice/text launch and recovery, aircraft status and advisory situation reports (SITREPS) to update mission agencies on mission progress. Pass SITREPS by any means available.

3.6.3.2.2.1. Deployment SITREPS begin upon departure from, and continues until final landing at, the main operating base. SITREPS are unclassified and may be transmitted via high frequency (HF) (to global command and control stations for distribution), voice satellite communications (SATCOM), HF phone patch, text messaging, or telephoned directly to:

- USAFE/3AF Command Center (DSN 314-480-8200) (Commercial 49-6371-47-8200) via the 95RS; and/or,

- DTRA Operations Center (DSN 427-2102/2103/2104) (Commercial 703-325-2102/2103/2104) or via e-mail (OPSCNTR1@dtra.mil).

3.6.3.2.2.2. The 95RS should ensure all Open Skies aircraft SITREPS include HQ AF/A5XP (open.skies@pentagon.af.mil), ACC/A3YR, 55WG, 55OG, 45RS and the DTRA Operations Center (OPSCNTR1@dtra.mil) as addressees.

3.6.3.2.3. In the event aircraft maintenance issues occur during an Open Skies deployment, coordinate corrective actions, repairs and requirements with USAFE/3AF, the 95RS at RAF Mildenhall, UK, and any necessary supporting agencies. Inform AF/A5XP (open.skies@pentagon.af.mil), HQ ACC/A4YA (A8YA)-C135 Branch and HQ ACC/A3YR of intended actions, estimated time of repairs and/or impact to the mission.

- 3.6.3.2.4. For operations of the USAF Open Skies aircraft conducting Open Skies training activities in the U.S., ensure the aircrew transmits voice launch and recovery, aircraft status and advisory SITREPS to update mission agencies on mission progress. Pass SITREPS by any means available.
- 3.6.3.2.4.1. SITREPS begin upon departure from, and continues until final landing at, the main operating base. SITREPS are unclassified and may be transmitted via HF (to global command and control stations for distribution), voice SATCOM, HF phone patch, text message or telephoned directly to the DTRA Operations Center (DSN 427-2102/2103/2104) (Commercial 703-325-2102/2103/2104) or via e-mail (OPSCNTR1@dtra.mil).
- 3.6.4. Coordinate with DTRA, USAF, and supporting Major Commands, bureaus, and agencies on matters pertaining to operations support.
- 3.6.4.1. Budget for and reimburse DTRA for aircraft and aircrew-related expenses the DTRA mission team pays for during Active Observation Missions (AOM). Note: During AOM's all mission-related expenses (accommodations and meals for the entire deployed crew, fuel and aircraft services) are paid by DTRA.
- 3.6.5. Exercise OPCON of USAF Open Skies aircraft and crews when in the U.S., as directed by Commander, JFCOM.
- 3.6.6. Assess the suitability of overseas Open Skies airfields identified by States Parties. Provide assessments, restrictions and limitations for U.S. Open Skies aircraft operations at those airfields to AF/A5XP. Provide guidance to the flying unit concerning operations of the U.S. Open Skies aircraft at those airfields. Initiate site surveys at those airfields for which available information may be incomplete or suspect. Ensure the flying unit has current operating procedures, constraints, restrictions and/or waivers for those airfields intended for use during deployments.
- 3.6.7. Provide airfield, aircrew, aircraft servicing, and maintenance support for Open Skies missions, as required.
- 3.6.7.1. Establish a Treaty Compliance Office with Treaty Compliance Officers (TCO) at those ACC airfields designated to directly support OST activities;
- 3.6.7.2. Provide mission supply support, including aircraft fueling, service support and bed down of U.S. and foreign OST observation aircraft and personnel for all Open Skies missions, as required; and,
- 3.6.7.3. Provide weather support to OST flight crews.
- 3.6.8. Coordinate and monitor all USAF Open Skies aircraft movement, to include any expedited transportation required to support spare parts and maintenance recovery teams.
- 3.6.9. Provide notification of Open Skies activities to subordinate and tenant units. Report HVAs, positive or negative reports, to AF/A5XP (open.skies@pentagon.af.mil). This must be accomplished within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF.
- 3.6.10. Develop, maintain, and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions.

3.6.11. Coordinate and monitor all USAF Open Skies aircraft movement, to include any expedited transportation required to support spare parts and maintenance recovery teams.

3.6.12. Coordinate with USTRANSCOM J3 to use assigned and attached air refueling assets to support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements will be submitted into the Air Refueling Management System (ARMS) and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

### **3.7. HQ Air Force Materiel Command (AFMC) Responsibilities**

3.7.1. In coordination with ACC, maintain the USAF Open Skies aircraft. (AFMC/A4)

3.7.1.1. Establish a Program Manager position at the Oklahoma City Air Logistics Center (OC-ALC), to manage depot-level aircraft maintenance, modifications and mission equipment maintenance for the Open Skies aircraft. (AFMC/A4)

3.7.1.2. Advocate/collaborate with lead command on modification funding for Planning, Programming, Budgeting, and Execution (PPBE). Secure funding for modification proposals that fall under AFMC funding authority. (AFMC/A4)

3.7.2. Provide airfield, aircrew, aircraft servicing, and maintenance support for Open Skies missions, as required. (AFMC/A3)

3.7.2.1. Establish a Treaty Compliance Office with TCOs at those AFMC airfields designated to directly support OST activities;

3.7.2.2. Provide mission supply support, including aircraft fueling, service support and beddown of U.S. and foreign OST observation aircraft and personnel for all Open Skies missions as required and

3.7.2.3. Provide weather support to OST flight crews.

3.7.3. Provide notification of Open Skies activities to subordinate and tenant units. Report HVAs, positive or negative reports, to AF/A5XP (open.skies@pentagon.af.mil). This must be accomplished within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF. (AFMC/A3)

3.7.4. Develop, maintain and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions. (AFMC/A3)

### **3.8. HQ Air Mobility Command (AMC) Responsibilities**

3.8.1. Provide airfield, aircrew, aircraft servicing, and maintenance support for Open Skies missions, as required.

3.8.1.1. Establish a Treaty Compliance Office with TCOs at those AMC airfields designated to directly support OST activities;

3.8.1.2. Provide mission supply support, including aircraft fueling, fleet services support and bed down of U.S. and foreign OST observation aircraft and personnel for all Open Skies missions as required; and

3.8.1.3. Provide weather support to OST flight crews.

3.8.2. Provide notification of Open Skies activities to subordinate and tenant units. Report HVAs, positive or negative reports, to AF/A5XP (open.skies@pentagon.af.mil). This must be accomplished within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF.

3.8.3. Develop, maintain, and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions.

### **3.9. HQ Pacific Air Forces (PACAF) / 13 AF Responsibilities**

3.9.1. Provide airfield, aircrew, aircraft servicing, and maintenance support for Open Skies missions, as required.

3.9.1.1. Establish a Treaty Compliance Office with TCOs at those PACAF airfields designated to directly support OST activities;

3.9.1.2. Provide mission supply support, including aircraft fueling, service support and bed down of U.S. and foreign OST observation aircraft and personnel for all Open Skies missions and Gateway transit activities as required; and,

3.9.1.3. Provide weather support to OST flight crews originating from PACAF airfields (Hickam AFB, HI; Elmendorf AFB, AK; and Yokota AB, Japan).

3.9.2. Coordinate and monitor all USAF Open Skies aircraft movement, to include any expedited transportation required to support spare parts and maintenance recovery teams.

3.9.3. Coordinate with USTRANSCOM J3 to use assigned and attached air refueling assets to support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements will be submitted into the ARMS and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

3.9.4. Provide notification of Open Skies activities to subordinate and tenant units. Report HVAs, positive or negative reports, to AF/A5XP (open.skies@pentagon.af.mil). This must be accomplished within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF.

3.9.5. Develop, maintain, and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions.

### **3.10. HQ U.S. Air Forces in Europe (USAFE) / 3AF Responsibilities**

3.10.1. Assume responsibilities as OPCON and Tactical Control (TACON) as directed by USEUCOM when the OC-135B is deployed for operations in the USEUCOM AOR.

3.10.1.1. Receive reports from the deployed aircraft commander concerning status of the aircraft and crewmembers, changes in mission plans, SITREPS, and requests for assistance.

3.10.1.2. Facilitate operations of the U.S. Open Skies aircraft when deployed into the USEUCOM AOR.

3.10.1.3. Provide assistance to the deployed aircraft when required. Coordinate additional support personnel, logistics support, intra-theater transportation, air support

and maintenance support for the deployed assets, including crewmembers and observation teams.

3.10.1.4. Facilitate transportation requests to support deployments of the U.S. Open Skies aircraft and observation teams, to include in-flight refueling services, movement of repair parts and maintenance personnel and recovery of deployed assets.

3.10.1.4.1. Coordinate with USTRANSCOM J3 to use assigned and attached air refueling assets to support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements will be submitted into the ARMS and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

3.10.1.5. Monitor the security situation in the countries and at the locations being visited by the USAF Open Skies aircraft.

3.10.1.6. Coordinate and monitor all USAF Open Skies aircraft movement into and in the USAFE AOR, to include any expedited transportation required to support spare parts and maintenance recovery teams.

3.10.2. Facilitate airfield suitability evaluations and site surveys (if requested) of foreign airfields within the 3AF AOR that are designated to support Open Skies aircraft operations.

3.10.2.1. Facilitate airfield reviews and Terminal Instrument Approach/Departure Procedures (TERPS) for the deploying Open Skies observation aircraft.

3.10.3. Provide airfield, aircrew, aircraft servicing, and maintenance support for U.S. Open Skies aircraft transits at the European Gateway airfield, as required.

3.10.3.1. Establish a Treaty Compliance Office with TCOs at the European Gateway airfield designated to directly support U.S. OST activities.

3.10.3.2. Provide mission supply support, including aircraft fueling, service support and bed down of U.S. OST observation aircraft and personnel for all U.S. Open Skies missions.

3.10.3.3. Provide weather support to U.S. OST flight crews while deployed to the Gateway and, if required, while on the observation mission. Briefing content and any other requirements will be in accordance with the appropriate MAJCOM-DTRA Memorandum of Agreement (MOA).

3.10.4. Provide notification of Open Skies activities to subordinate and tenant units.

3.10.5. Develop, maintain, and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions.

### **3.11. HQ Air Force Space Command (AFSPC) Responsibilities**

3.11.1. Provide notification of Open Skies activities to subordinate and tenant units. Report HVAs, positive or negative reports, to AF/A5XP (open.skies@pentagon.af.mil). This must be accomplished within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF.

3.11.2. Develop, maintain, and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions, as required.

### **3.12. HQ Air Force Global Strike Command (AFGSC), HQ Air Education and Training Command (AETC), HQ Air Force Special Operations Command (AFSOC), HQ Air Force Reserve Command (AFRC), and HQ Air National Guard (ANG) Roles and Responsibilities**

3.12.1. Provide notification of Open Skies activities to subordinate and tenant units. Report HVAs, positive or negative reports, to AF/A5XP (open.skies@pentagon.af.mil), as required. This must be accomplished within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF.

3.12.2. Develop, maintain, and exercise unit compliance plans, checklists and support procedures as necessary to ensure readiness to support Open Skies missions, as required.

### **3.13. National Air and Space Intelligence Agency (NASIC) Responsibilities**

3.13.1. Establish and operate an Open Skies media processing facility.

### **3.14. Open Skies Media Processing Facility (OSMPF) Responsibilities**

3.14.1. Provide trained media specialists.

3.14.2. Perform initial processing/development of recorded media from OST missions at the OSMPF, as required; provide first generation media duplicates, as required.

3.14.3. Support observation missions as appropriate.

3.14.4. Inspect observing Party aircraft and sensors, if requested, in coordination with DTRA.

3.14.5. Develop and conduct training of sensor maintenance technicians, media processing personnel, and aircraft/sensor inspectors.

3.14.6. Ensure the OSMPF is adequately manned and equipped to support U.S. Government OST obligations.

3.14.6.1. Advise AF/A5XP of any mission-impacting manpower shortfalls, initiated actions to resolve those shortfalls and estimated resolution timeframes.

3.14.7. Provide technical personnel for inspection of foreign media processing facilities and media product evaluation.

3.14.8. Provide technical representation to any multinational teams, as required.

3.14.9. Acquire required equipment.

3.14.10. Store and provide required recording media.

3.14.11. Facilitate processing of recorded media from Demonstration Flights conducted at the West Coast POE, if necessary.

### **3.15. U.S. European Command (USEUCOM) Role**

3.15.1. Facilitates operations of the U.S. Open Skies aircraft when deployed into the USEUCOM AOR.

3.15.2. If required, coordinates additional support personnel, logistics support, intra-theater transportation, air support and maintenance support for the deployed assets, including crewmembers and observation teams.

3.15.3. If required, coordinates with USTRANSCOM J3 to use assigned and attached air refueling assets to support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements are submitted into the ARMS and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

### **3.16. U.S. Transportation Command (USTRANSCOM) Role**

3.16.1. Facilitates transits of the U.S. Open Skies aircraft for deployments, as required.

3.16.2. Facilitates transportation requests to support deployments of the U.S. Open Skies aircraft and observation teams, to include in-flight refueling services, movement of repair parts and maintenance personnel and recovery of deployed assets.

3.16.3. Uses assigned and attached air refueling assets to support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements are submitted into the ARMS and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

### **3.17. U.S. Pacific Command (USPACOM) Role**

3.17.1. Facilitates transits of the U.S. Open Skies aircraft for deployments, as required.

3.17.2. Facilitates transportation requests to support deployments of the U.S. Open Skies aircraft and observation teams, to include in-flight refueling services, movement of repair parts and maintenance personnel and recovery of deployed assets.

3.17.3. If required, coordinates with USTRANSCOM J3 to use assigned and attached air refueling assets to support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements are submitted into the ARMS and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

### **3.18. U.S. Northern Command (USNORTHCOM) Role**

3.18.1. Facilitates operations of the U.S. Open Skies aircraft when deployed into the USNORTHCOM AOR.

3.18.2. If required, coordinates additional support personnel, logistics support, intra-theater transportation, air support and maintenance support for the deployed assets, including crewmembers and observation teams.

3.18.3. If required, coordinates with USTRANSCOM J3 for air refueling support the Open Skies mission in accordance with the CJCS priority system. Air refueling requirements are submitted into the ARMS and validated by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221.

### **3.19. U.S. Special Operations Command (USSOCOM) Role**

3.19.1. Maintain awareness of the foreign Open Skies aircraft when conducting observation missions over U.S. territory, and over forward-deployed locations of USSOCOM assets.

3.19.2. As required, coordinate with USEUCOM for Open Skies activities in their AOR.

## Chapter 4

### TREATY COMPLIANCE OFFICE RESPONSIBILITIES

#### 4.1. Major Commands (MAJCOM) Treaty Officer Responsibilities

4.1.1. MAJCOM arms control duties and responsibilities are derived from AF Policy Directive 16-6 *Arms Control Agreements*, AFI 16-601 *Implementation of, and Compliance with, Arms Control Agreements*, and AFI 16-603 *Education and Training Requirements for Implementation of, and Compliance with, Arms Control Agreements*.

4.1.2. Each MAJCOM will ensure its subordinate Wings/Units fulfill their arms control implementation and compliance requirements. Specifically, AFIs 16-601 and 16-603 require MAJCOMs to:

4.1.2.1. Establish an arms control office or point of contact to address applicable treaties and agreements;

4.1.2.2. Ensure that personnel involved with arms control activities receive education and training; and

4.1.2.3. Conduct overall arms control implementation in their command.

4.1.3. MAJCOM Treaty Officers play a crucial role ensuring the Air Force meets its arms control obligations. They provide a critical link between subordinate Wings/Units, the MAJCOM, and the Air Staff. Their responsibilities include compliance with guidance, compliance planning, liaison, training, and resource management. Information on these specific responsibilities is provided in the paragraphs below.

#### 4.1.4. Duties

4.1.4.1. Compliance Guidance. MAJCOM Treaty Officers develops and coordinates guidance for their subordinate Wings and Units.

4.1.4.2. Review and coordinate on higher headquarters Directives and Instructions. MAJCOM Treaty Officers will participate in the review and coordination of arms control implementation, compliance, and guidance. They will staff higher headquarters taskers to all pertinent organizations and will provide a consolidated MAJCOM response when requested.

4.1.4.3. Implement Arms Control Guidance. MAJCOM Treaty Officers are responsible for ensuring subordinate Wings/Units implement DoD, Higher Headquarters and MAJCOM policies to ensure compliance with arms control treaties and agreements, thus ensuring consistent application of guidance across MAJCOMs and at the base level.

#### 4.1.5. MAJCOM Open Skies Treaty Compliance Plans

4.1.5.1. The MAJCOM Treaty Officers will develop a MAJCOM-level Open Skies Treaty Compliance Plan to ensure standardized compliance procedures throughout their MAJCOM. The MAJCOM Open Skies Compliance Plan must comply with, and complement guidance issued by higher headquarters, the DoD and the USG. The MAJCOM Open Skies Compliance Plan will define procedures for adherence to the OST and will articulate overall MAJCOM guidance in order to ensure compliance with the



OST. (Note: this requirement to develop a MAJCOM OST Compliance Plan is only applicable to those MAJCOMs having within their infrastructure, Wings/Units designated to support OST activities, i.e., AFMC, ACC, AMC, PACAF and USAFE.)

4.1.5.2. Plans must address all subordinate Wings and Units on bases that are affected by OST operations and observation activities.

4.1.5.3. MAJCOM plans will define applicable rules/directives and task affected Wings to support treaty requirements. In addition, MAJCOM Treaty Officers are also responsible for maintaining and reviewing subordinate Wing/Unit compliance plans.

#### 4.1.6. MAJCOM Treaty Officer Roles and Responsibilities

4.1.6.1. MAJCOM Treaty Officers are responsible for coordination with MAJCOM programs that may impact treaty obligations.

4.1.6.2. Some treaty obligations, like modifications to mission equipment and sensors, are accomplished by contractors. Affected MAJCOM Treaty Officers will coordinate and monitor contractual agreements to ensure work is completed according to treaty specifications.

4.1.6.3. MAJCOM Treaty Officers are responsible for training and guidance for Wing/Unit personnel.

4.1.6.4. MAJCOM Treaty Officers' primary role, if present during an OST mission when the Wing/Unit TCO is also present, is to observe treaty activities to improve their understanding of how bases support and execute their plan to comply with treaty protocols.

4.1.6.4.1. While MAJCOM Treaty Officers are in an observer's role, they may help the base meet OST requirements by interfacing through the Wing/Unit TCO.

4.1.6.4.2. By directing all MAJCOM Treaty Officer inputs to the Wing/Unit TCO, the treaty team is ensured of having one consistent base point of contact for working issues and requesting support.

4.1.6.4.3. The Wing/Unit TCO will be the mission interface with the DTRA Escort Team Chief. Wing/Unit TCO responsibilities are detailed in Paragraph 4.2.

4.1.6.4.4. MAJCOM Treaty Officers shall not interfere with the DTRA Escort team's role in the treaty compliance process and shall not interact with the foreign team representatives unless specifically requested to do so by the DTRA Escort Team Chief.

4.1.6.5. MAJCOM Treaty Officers, if present at a host airfield during an OST mission, shall not directly represent USG, DoD or Air Force positions to either the DTRA Escort Team or to foreign team representatives during the execution of the OST mission, including during crew rest and cultural activities, unless the MAJCOM Treaty Officer is acting in the capacity of the Wing/Unit TCO, or unless asked by the DTRA Escort Team Chief.

4.1.6.5.1. MAJCOM Treaty Officers must have a current understanding of existing USG, DoD, and Air Force positions/guidance relating to the hosting of OST activities on U.S. territory and/or USAF bases.

4.1.6.5.2. If questions arise, the MAJCOM Treaty Officer should coordinate with their chain of command and/or AF/A5XP for clarification. The MAJCOM Treaty Officer will advise the Wing/Unit TCO with responses to communicate to the DTRA Escort Team.

4.1.6.6. Identification and prevention of any alleged prohibited activity when the DTRA Escort Team and foreign team representatives are at a host airfield during an OST mission shall be in accordance with USG, DoD and/or Air Force guidance and shall be the responsibility of the DTRA escort team, supported by the Wing/Unit TCO, in direct support of treaty compliance.

4.1.6.6.1. The MAJCOM Treaty Officer has the responsibility to promptly notify their chain of command, including AF/A5XP, of any alleged prohibited activity reported by their Wing/Unit TCOs during OST activities at hosted airfields, the circumstances of those activities, and the resultant actions taken.

#### 4.1.7. Command and Control

4.1.7.1. Effective command and control is critical for treaty implementation, especially during observation activities.

4.1.7.2. Timely and accurate treaty notifications are essential to facilitate proper facility preparations. MAJCOM Treaty Officers are responsible for ensuring MAJCOM Command Post Controllers have current notification formats and use proper reporting procedures to notify subordinate Wings/Units and tenant organizations of upcoming OST events. These notification formats and reporting procedures can be found in the Open Skies Community of Practices (CoP) on the AF/A5XP Portal. (See: <https://www.dmy.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31>) or contact AF/A5XP (open.skies@pentagon.af.mil) or DSN 224-0676) for this info.

4.1.7.2.1. Each MAJCOM and subordinate units must have a 24-hour point of contact for OST notifications. It is vital that all organizations that may be impacted receive proper and timely notifications. Notifications of intent to conduct observation activities over the U.S., or over nations hosting U.S. Air Force personnel and equipment, affect all U.S. Air Force Units on the territory of Open Skies participating states. However, notification of the observation flight route may only affect those activities along the specific flight route.

#### 4.1.8. Liaison between Wing, MAJCOM and AF/A5XP

4.1.8.1. Command Focal Point. MAJCOM Treaty Officers are the focal point for OST matters as they affect the MAJCOM.

4.1.8.2. Communications. MAJCOM Treaty Officers are a vital communications link between subordinate Wings/Units and AF/A5XP and combatant command. They are a key player in sharing information across the Open Skies community. In particular, MAJCOM Treaty Officers keep AF/A5XP informed of any activity at designated Open Skies airfields that could impact OST activities, e.g., runway closures, air shows, major exercises/operations that impact ramp space or billeting challenges, etc.

#### 4.1.9. Training

4.1.9.1. Arms Control Training and Awareness. MAJCOM Treaty Officers are responsible for ensuring subordinate Wing/Unit TCOs and MAJCOM personnel receive appropriate OST training. Training can be accomplished by attending the AF Arms Control Overview Course, AF- level OST workshops, MAJCOM-level arms control workshops, and by participating in JTFs and/or U.S.-only Blue-on-Blue training activities.

4.1.9.2. Arms Control Courses. DTRA offers a semi-annual OST course in the Washington, DC area. MAJCOM and Wing/Unit TCOs are highly encouraged to participate. They are announced in advance to all MAJCOMs.

4.1.9.3. JTFs and Blue-on-Blue training flights. Joint and U.S.-only training flights are valuable training activities for the aircrews, mission teams, and airfield logistics support activities and also for the notification process. They validate operational procedures and airfield OST compliance plans to validate logistics support capabilities, security procedures and hosting responsibilities. They provide opportunities for TCOs and base facilities to operationally train in a near “real-world” environment. TCOs should strive to make these exercises as “real” as possible; taking time, manpower, cost and mission team requests/desires into consideration. During these training activities artificial scenarios are introduced and after-hours support may not be necessary.

#### 4.1.10. Resource Management

4.1.10.1. MAJCOM Treaty Officers function as resource managers, monitoring arms control (including OST) funding and manpower. Successful execution requires close coordination between MAJCOM Treaty Officers, base TCOs, and appropriate financial management counterparts. Budgeting and manpower requirements differ from base to base and MAJCOM to MAJCOM. Effective resource management is necessary to ensure sufficient funding and proper program execution.

4.1.10.2. Budget. MAJCOM Treaty Officers act as command PEM for PE 35145F or they work closely with their PEMs.

4.1.10.2.1. PEMs are responsible for managing resources and budgeting funds for MAJCOM arms control activities and ensuring MAJCOM Wing requirements are included in budget submissions. The MAJCOM treaty office and FM work with the field units to build an Execution Plan.

4.1.10.2.2. AF/A5XP validates the MAJCOM Execution Plan by rationalizing the OST requirements within the Air Force arms control budget.

4.1.10.2.3. The Unit Treaty Offices provide their requirements to the MAJCOM Treaty Officers, which consolidate these requirements and submit them to AF/A5XP. MAJCOM Treaty Officers must ensure that all subordinate Wing/unit requirements are identified and defended, when necessary.

4.1.10.2.3.1. MAJCOM Treaty Officers must also ensure that all requirements comply with fiscal requirements in the DoD FMR Vol. 5, AFI 65-601 VI and AFI 65-603.

4.1.10.2.4. MAJCOM and subordinate Wing/Unit TCOs must work closely together to ensure funding requests and distributions are received in a timely manner.

4.1.10.3. Manpower. MAJCOM Treaty Officers are responsible for monitoring manpower authorizations and identifying and defending manpower requirements. Most Wings, some MAJCOMs, and other arms control billet authorizations are centrally managed by AF/A5XP. These billets are not under the control of MAJCOM planners. Moving or reclassifying a billet requires coordination and concurrence from AF/A5XP. In accordance with AFD 16-6 and AFI 16-601, MAJCOM planners must ensure they have the appropriate billet authorizations assigned to support MAJCOM headquarters and subordinate Wing/Unit arms control requirements.

## **4.2. Wings/Units Treaty Compliance Officer (TCO) Responsibilities**

### **4.2.1. Duties, Roles and Responsibilities**

4.2.1.1. Compliance Plans. Each Wing/Unit designated as an Open Skies airfield will have an OST compliance plan applicable to that airfield. Those airfields not designated to host OST operations should have provisions to ensure appropriate support for OST aircraft that may divert (for weather, emergency or special circumstance) to their airfield. (Note: Because of the requirement in AFI 16-603 for Wing TCOs to maintain Wing Implementation and Compliance Plans for applicable treaties, even those airfields not designated to directly support OST observation activities or those that are potentially alternate airfields should have a plan (i.e., Wing Protocol Plan) ready to carry out the mission if it becomes necessary.) (Note: This requirement to develop a Wing/Unit OST Compliance Plan is only applicable to those Wings/Units designated to support OST activities, i.e., 13AF (Hickam AFB, HI); 3LRS (Elmendorf AFB, AK); 22ARW (McConnell AFB, KS); 78ABW (Robins AFB, GA); 60AMW (Travis AFB, CA); 28BW (Ellsworth AFB, SD); 88ABW (Wright Patterson AFB, OH); and 100ARW (RAF Mildenhall, UK).)

4.2.1.1.1. The Wing/Unit OST compliance plan will detail the logistics support to facilitate OST activities to ensure all OST timelines are met. These Wing/Unit compliance plans should be coordinated with their parent MAJCOM and the DTRA Open Skies Division. Provide completed plans to AF/A5XP through normal distribution.

4.2.1.1.2. The Wing/Unit OST compliance plan should include (but is not limited to) base support procedures, escort requirements, notifications and reports, procedures to notify local personnel and affected organizations, security provisions, photography policy, weather support provisions, billeting and transportation requirements, protocol and public affairs procedures.

4.2.1.1.3. An important component of the compliance plan is the base activity checklists, which are needed for recording required actions. The OST compliance plan identifies offices/organizations responsible for providing logistics support to the visiting observation aircraft and mission teams. The final plan should include a list showing all organizations tasked by the plan including other tenant organizations.

4.2.1.1.4. Suggested components of a Compliance Plan

4.2.1.1.4.1. Services. This includes lodging, dining and mortuary services. Lodging and dining arrangements will always need to be planned in advance. Consult with the DTRA Open Skies Division for lodging preferences and requirements.

4.2.1.1.4.2. Security. This section needs to include high and low threat security procedures for escorts, guards, inspector entry into controlled areas, operations security (OPSEC), and communications security (COMSEC). NOTE: Inspectors must not view our normal security procedures.

4.2.1.1.4.2.1. High threat options would be imposed if a known threat to the inspection is recognized. It could include measures such as posting guards and implementing entry control points requiring Entry Access Lists (EAL) granting the mission teams and local escorts authorized access to inspection sites and support facilities.

4.2.1.1.4.2.2. Low threat options may require implementation of normal distinguished visitor procedures.

4.2.1.1.4.2.3. OPSEC procedures such as limiting photography, access, and controlling travel routes should be included. The flight line and other areas of sensitive operations must be protected. (Reference Air Force policy on the use of personal cameras in paragraph 7.12.)

4.2.1.1.4.2.4. COMSEC concerns, e.g. how inspectors are allowed to communicate with their Embassy/consulate, must be included in your preparations. Example: have local escorts establish the link prior to foreign inspectors' use.

4.2.1.1.4.3. Medical. Arrangements for emergency/non-elective medical treatment of mission team members must be included. The DTRA is responsible for the cost of all medical treatments and is billed accordingly.

4.2.1.1.4.4. Communications. This section must include public address systems for ceremonies/briefings, contact between local escorts, methods for inspectors to contact their embassies or sponsoring activities, or other treaty-specific items.

4.2.1.1.4.5. Transportation. All personnel transportation requirements, arrival thru departure (covering both primary and alternate locations), and equipment / baggage handling to include special handling instructions for inspection equipment are included in this section. The TCO will attempt to accommodate the DTRA Team Chief's requests for support of transportation for off-base and cultural activities for the foreign teams as much as practical, within existing guidelines/restrictions. In cases where Wing Commander approval is required for the type of activity or location, the TCO will facilitate that request.

4.2.1.1.4.6. Funding. Considerations include specific billing and payment procedures. Ensure the DTRA Team Chief, or his/her designated liaison, knows what is required in advance. Coordinate with base activities for items DTRA may request to accomplish their responsibilities (e.g., pagers for standby personnel). Coordinate with your MAJCOM Treaty Officer and PEM, preferably in advance

of incurring expenses, for reimbursement of expenses not paid by DTRA, or that DTRA will not pay. If DTRA is not able to fund a TCO request, O&M dollars may be pursued at the discretion of the local Wing/Unit commander as long as the requirement is authorized IAW financial regulations.

4.2.1.1.4.7. Public Affairs. Clearly established ground rules on control of media movement and actions are necessary to prevent interference with inspections. The USG and DoD posture for OST flights is “passive.” This means we can respond to inquiries, but not actively promote activities. There are no restrictions placed on articles for the base newspaper or website that reflects the OST mission or an activity in progress, or has recently happened.

4.2.1.1.4.8. Personnel. Personnel include base escorts, facility managers, baggage details, measurement teams, and inspection support staff. Support staffs are individuals working real-time contingencies while the treaty office is busy with inspectors; support staff should have a representative from each key support and inspection organization.

4.2.1.1.4.9. Training. TCOs are responsible for ensuring all base players in an OST activity are well trained and able to perform their duties including suitability of local escorts. Not everyone is suited to perform escort duties-- maturity is a key ingredient in selecting local escorts. While no specific certification is required, Commanders should ensure mature individuals are selected. Commanders may use exceptional junior personnel only under exceptional circumstances. Commander support in maintaining the required number of trained escorts is very important. In most cases, periodic refresher training is desirable and necessary. At other times just-in-time training of local personnel may be all a base can complete due to task saturation and limited availability of personnel. Bases should have a goal of maintaining a pool of trained personnel, as continuity promotes a high level of efficiency and support for complying with treaty protocols.

4.2.1.1.4.10. Safety/Security. Upon arrival at a host airfield the TCO must present a safety/security briefing to the visiting mission teams. These briefings are adapted to the local environment, provide a perspective of the base and facilities to be used by the mission teams, weather conditions the teams should expect, base security policies, escort procedures and photography policy, and whom to contact should any visiting person need assistance. These briefings must be developed in advance and coordinated with the DTRA Open Skies Division for translation into Russian. NOTE: Whatever safety/security rules the TCO levies on the foreign mission teams, must also be followed by the U.S. mission teams and the local base escorts. Foreign Teams may not always abide by our flight line safety rules and procedures. However, we must continue to inform them of our rules and available safety equipment.

4.2.1.1.4.11. Identification of any alleged prohibited activity when the DTRA Escort Team and foreign team representatives are at a host airfield during an OST mission shall be in accordance with USG, DoD and/or Air Force policy/guidance and shall be the responsibility of the DTRA escort team, supported by the

Wing/Unit TCO, in direct support of treaty compliance.

4.2.1.1.4.12. Protocol. Protocol activity includes arrangements for distinguished visitors (DV), arranging off- base meals, hosting reception and departure functions, closing ceremonies, and memento exchanges. By Air Force definition, the foreign OST mission team members are afforded the rights and privileges of DVs under the Vienna Convention on Diplomatic Relations.

4.2.1.1.4.13. Cultural Activities. At the DTRA Team Chief's request, pre-coordinate and facilitate leisure activities such as tours, shopping, and recreational opportunities. Work with affected services: Transportation, Base Exchange, Commissary, Recreational Services and affected civilian establishments.

4.2.1.2. Reports. Submit reports consistent with the guidance in Chapter 6.

4.2.1.3. Open Skies TCO positions are a scarce manning resource. Frequently TCOs have no, or, minimally-trained backup. As such, duties not directly related to treaty activities will not be assigned when they directly interfere with TCO duties.

4.2.2. Base Expert. As the Wing expert on the Open Skies Treaty, TCOs are required to perform dynamic, comprehensive analysis of the impact of Open Skies activities on the base, tenant units, separately located facilities, and associated missions. This requires all TCOs have a general knowledge of the Open Skies Treaty. In this role, TCOs answer questions regarding the Open Skies Treaty as well as identify and explain the effect this Treaty will or may have on the Wing's military and commercial activities.

4.2.2.1. The inspection process is associated with the observation aircraft and flight operations, but the TCOs are responsible for logistics support to aircraft operations and mission teams.

4.2.2.2. TCOs host observation aircraft for Open Skies missions and training flights. This involves coordination from a variety of supporting activities such as: Base Ops, weather support, transportation, dining and billeting, force protection, security and OPSEC units, aircraft services (fuel, water, air, de-icing, lavatory, flight meals, and parking), protocol and public affairs, medical and recreational services, meeting/conference rooms and communications availability, and escorting.

4.2.2.3. For bases that host aircraft inspection procedures, particular attention must be paid to facilitating flight line activities, including photography and access requirements.

4.2.2.4. TCOs must work closely with their base counterparts to identify possible problems and recommend solutions.

4.2.2.5. Open Skies missions are conducted against a strict timeline directed by the Treaty. There is flexibility in the timelines, but TCO inability to facilitate ground support actions that cause the mission to deviate from those timelines can result in violations of the Treaty, creating a diplomatic challenge. OST timelines are identified in OST, Article VI.

4.2.2.6. Routine airfield maintenance such as runway/taxiway construction and renovation, or modifications to the navigation aids associated with landing/ take-off procedures can pose a potential implementation challenge. For instance, if a runway is to be closed for a period of time to undergo resurfacing, etc., AF/A5XP must be notified so

the U.S. Government can notify all other Open Skies states parties of the availability of that airfield. This requires TCOs maintain a working relationship with base organizations to ensure they are well aware of base projects that may impact Open Skies activities.

4.2.2.7. Major base/Community events that could impact Open Skies operations must be afforded the same attention. Air shows, marathons, exercises, inspections, weather events (i.e., hurricane staging support), etc., may limit ramp space, transportation or billeting availability and can affect the ability to host Open Skies activities.

4.2.2.8. Open Skies activities are typically short-notice events. TCOs may have as little as 24-36 hours pre-notification they are going to host a foreign aircraft and mission team. Therefore, having a Compliance Plan in place to support these events is crucial. The plan must be well-laid out and practiced so it can be implemented quickly. Routine training of escorts and awareness briefings for Wing leadership is a key to the success of the event. Open Skies missions may appear to be low key activities, but receive high U.S. Government and/or international attention when things go wrong.

4.2.3. Education, Training, and Exercises. Education, training, and exercise activities are not expected to be an in-depth study on the Open Skies Treaty. They should focus on the timeline for the event, Wing and escort responsibilities, OPSEC and impacts/vulnerabilities of observation collection flights.

4.2.3.1. Base TCOs develop and maintain Wing training programs. Information can be obtained from other bases, MAJCOMs, AFOSI, DTRA, DTIRP, and AF/A5XP. TCOs should participate in and conduct training appropriate to their responsibility.

#### 4.2.4. Logistics Support

4.2.4.1. Aircraft Support. TCOs at airfields supporting Open Skies activities will provide aircraft servicing and maintenance as required and/or as requested by the 55<sup>th</sup> Wing or the DTRA Escort Team Chief. This includes, but is not limited to: refueling, gaseous oxygen, nitrogen, de-icing, ground equipment, power carts, air stairs, water, latrine servicing, and weather support and flight meals.

4.2.4.1.1. Standard Air Force safety procedures apply for aircraft servicing activities.

4.2.4.1.2. Bills for fuel and other aircraft services for foreign observation aircraft should be submitted to the DTRA Escort Team Chief or financial agent.

4.2.4.1.3. U.S. personnel will not enter foreign owned, operated or registered aircraft without permission from the DTRA Escort Team Chief following consultation with a member of the foreign observation team.

4.2.4.1.4. U.S. personnel will not conduct maintenance on foreign owned, operated or registered aircraft without the expressed permission of the DTRA Escort Team Chief and the Aircraft Commander.



## Chapter 5

### MISSION TASKING, PLANNING AND EXECUTION

#### 5.1. Mission Tasking

5.1.1. Active and passive mission quotas are determined and deconflicted in accordance with the OST. AOMs are determined by the governing NSPD and the USG Interagency; tasked by OSD(Policy) and SECDEF/CJCS EXORDS, DEPORDS and IMPORDS; and flown to fulfill national collection objectives generated by USG entities. The NGA is responsible for collection priorities. JTFs with partner country participants are approved by both the USG Interagency Backstopping Group and the DoD OSIWG. JTFs are tasked by OUSD(AT&L)/PSA/TC. OCONUS JTF's are included in SECDEF/CJCS DEPORDS/IMPORDS. U.S.-only training flights in CONUS are coordinated between DTRA and the Air Force and are approved by the OSIWG.

5.1.1.1. The schedule approved by the USG Interagency and OSIWG constitutes tasking to support the Open Skies schedule. The schedule forwarded from AF/A5XP to the Air Force MAJCOMs and other affected agencies/offices constitutes tasking to Air Force components to support the USG Open Skies schedule. In addition, any OCONUS activities are tasked by SECDEF/CJCS DEPORDS/IMPORDS.

5.1.1.2. AOM scheduling is determined by time of year and areas of interest, is deconflicted with allies who also want observation quotas over the same State Party, is approved by the USG Interagency Backstopping Group, is tasked by OSD(Policy) and is further tasked by a SECDEF/CJCS DEPORDS/IMPORDS.

5.1.1.2.1. CJCS, in SECDEFs name, tasks the Commander, JFCOM to deploy the U.S. Open Skies aircraft to the EUCOM AOR to conduct Treaty-quota AOMs and OCONUS JTFs via quarterly DEPORDS/IMPORDS. TRANSCOM and PACOM are tasked to support the deployments, as/if required.

5.1.1.2.2. JFCOM, in turn, tasks Commander, ACC to deploy the USAF Open Skies aircraft, typically via follow-on DEPORD.

5.1.1.2.3. ACC tasks the 55<sup>th</sup> Wing (55WG) to support the Open Skies deployment with dedicated organic assets, including an OC-135B Open Skies aircraft, air and maintenance crews, and Aeronautical Systems Engineers (ASE)/ Sensor Maintenance Technicians (SMTs).

5.1.1.2.4. The 55<sup>th</sup> Wing tasks the 55<sup>th</sup> Operations Group (55OG), who in turn tasks the 45<sup>th</sup> Reconnaissance Squadron (45RS) to deploy assets to support the Open Skies tasking.

5.1.1.3. JTFs are approved by the USG Interagency Backstopping Group and deconflicted by the OSIWG.

5.1.1.3.1. OUSD(AT&L)/PSA/TC, Chair of the OSIWG, then distributes the JTF schedule to OSIWG members for approval.

5.1.1.3.1.1. For OCONUS JTFs in the U.S. Open Skies aircraft, the aircraft deployment is tasked via DEPORD/IMPORD following procedures similar to taskings for AOMs.

5.1.1.3.1.2. For CONUS JTFs in the U.S. Open Skies aircraft, the events are reflected on the schedule distributed by the OSIWG and forwarded to ACC by AF/A5XP.

5.1.1.4. U.S.-only training activities, e.g. Blue-on-Blue flights, are coordinated with and approved by the OSIWG, and reflected in the schedule distributed by the OSIWG. This schedule is forwarded by AF/A5XP to affected Air Force MAJCOMs and other affected agencies/offices.

5.1.1.5. AF/A5XP represents Air Force equities and interests at the OSIWG. The OSMPF and MAJCOMs make inputs into the OSIWG process thru AF/A5XP. ACC will make AF/A5XP aware of any/all issues associated with aircraft and crew availability in order to avoid tasking those assets when not available. If ACC cannot support a tasked activity, they must provide rationale to AF/A5XP as soon as practical, with an estimate of next availability.

## **5.2. Mission Planning**

5.2.1. A Mission Planning Cell (MPC) consisting of representatives from NGA, DTRA/OSOO, and 45RS will develop mission plans for all tasked missions a minimum of three (3) weeks prior to any tasked mission. The MPC will submit completed mission plans to the OSIWG no later than 14 days prior to the planned aircraft movement for a tasked mission.

5.2.1.1. For active missions, general responsibilities are as follows:

5.2.1.1.1. NGA chairs the MPC, provides collection objectives, and certifies the mission plan meets collection objectives.

5.2.1.1.2. DTRA provides Treaty expertise and certifies the mission plan meets Treaty guidelines.

5.2.1.1.3. 45RS representatives provide aviation expertise and certify the mission plan is flyable and OC-135B safety of flight and operating parameters are met. If required, the 45RS will request operating waivers, with justification, from the appropriate authority.

5.2.2. Mission planning for overseas Open Skies missions will be conducted at DTRA headquarters at Fort Belvoir, VA.

5.2.2.1. For CONUS JTF missions, planning will be scheduled at the beginning of the JTF mission.

5.2.3. All mission planning and execution will be done based on a 16-hour crew day.

5.2.3.1. If the flight crew is augmented, this will be for duty not involving flying (DNIF) coverage only and will not extend the crew duty day.

5.2.4. Missions will be planned to provide 12 hours of crew rest between flight duty periods.

5.2.4.1. Flight duty period is defined as a period that starts when an aircrew reports for mission, briefing, or other official duty and ends when engines are shut down at the end of the mission, mission leg, or a series of missions.

5.2.4.2. Crew rest does not begin until the completion of the last official duty event, including transportation from the event to aircrew lodging.

5.2.4.3. The flight duty period begins at the transportation show time for the subsequent flight duty period.

5.2.5. DTRA/OSOO will distribute a Deployment Memorandum (DM) as soon as possible following each MPC, identifying parameters of the event, timeline/itinerary and names of individuals involved. 45RS and the OSMPF are responsible for providing names of their personnel involved in the activity to DTRA at the MPC or as soon as practicable.

5.2.6. Mission plans for other tasked missions will be developed on an ad hoc basis and submitted as soon as practicable.

5.2.7. All passport and visa requirements for 55WG personnel will be coordinated directly with DTRA/OSO. DTRA/OSO will track and submit required forms for final processing.

### **5.3. Mission Execution**

5.3.1. The DTRA Team Chief is the Mission Commander and senior USG representative, responsible for the conduct of the observation mission itself.

5.3.2. The aircraft commander is responsible for all safety of flight issues associated with the operation of the USAF Open Skies aircraft.

5.3.3. Mission execution will be coordinated between the DTRA Mission Commander and the Aircraft Commander in accordance with the existing Memorandum of Agreement between DTRA/OSO and the 55OG.

5.3.3.1. All issues related to the aircraft and aircraft safety will be brought to the Mission Commander's attention via the Aircraft Commander.

5.3.3.2. The Aircraft Commander is responsible for aircrew and aircraft operations, flight safety and keeping the Mission Commander informed.

5.3.3.3. The Maintenance Supervisor is responsible for the maintenance team and all aircraft maintenance issues and shall keep both the Aircraft Commander and Mission Commander informed.

5.3.3.4. The Production Supervisor will report to the Aircraft Commander for all administrative and operational matters.

5.3.4. All fees associated with a Treaty-quota AOM will be paid in accordance with OSCC Decision 01.

5.3.4.1. "Fees shall not be charged either to a transiting State Party or to an observing State Party for the use of navigational aids and for air traffic control services, airport landing, takeoff, ground handling, parking and security for all Open Skies transit, transport, and observation flights." (OSCC Decision 01)

## **5.4. Aircraft Commander Responsibilities**

### **5.4.1. The Aircraft Commander:**

5.4.1.1. Is responsible for safe conduct of the flight mission.

5.4.1.2. Coordinates with the Mission Commander to ensure U.S. observation mission plans are executable, do not compromise safety of flight and are not hindered by safety of flight restrictions.

5.4.1.2.1. The final decision to delay a mission, when conditions are not safe to start/continue the mission, will be made by the Aircraft Commander.

5.4.1.3. Will ensure all observation team representatives are briefed on safety precautions prior to preflight inspection of the aircraft/sensors and prior to observation missions.

5.4.1.4. Will observe national flight rules and airspace restrictions of the observed State Party and of any transited states.

5.4.1.4.1. If flight plan deviations are required, the Aircraft Commander will coordinate with the Mission Commander prior to deviating (if possible) and take appropriate action in accordance with published observed Party national flight regulations and instructions from appropriate aviation authorities.

5.4.1.5. Will provide the Mission Commander timely information on mission progress.

5.4.1.6. Will comply with the flight operations manual and Procedures for Air Navigation Services - Rules of the Air and Air Traffic Services, ICAO Document No. 4444-RAC/50/12, as revised or amended, in the event of an emergency.

5.4.1.7. Will submit all operational and situational reports in accordance with the 55WG Manual and the applicable EXORD and Implementation Order.

## **5.5. Aircrew Training and Qualifications**

5.5.1. The U.S. Open Skies mission involves operating specially equipped USAF OC-135B aircraft on observation flights over foreign countries, primarily the Russian Federation, Belarus, and Ukraine. Observation missions may entail low altitude flights in austere locations with limited infrastructure support, in diplomatically sensitive environments with a degree of mission uncertainty. Aircrews and maintenance crews must be appropriately trained and certified for these high visibility missions.

5.5.2. Aircraft Commanders will not be mission qualified for Open Skies deployments until they have participated in at least two Open Skies missions. An Aircraft Commander on a second Open Skies mission may be the pilot-in-command if accompanied by a qualified Open Skies Aircraft Commander.

5.5.3. Basic OC-135B aircrew training, evaluation criteria and operations procedures are listed in AFIs 11-2RC-135, Volume 1, 2 and 3.

## **5.6. Aircraft and Sensor Maintenance**

5.6.1. The OC-135B should be capable of operating independently of unique support equipment for periods of up to two weeks.

5.6.1.1. Logistics support during an Open Skies mission will primarily consist of organizational-level maintenance provided by dedicated crew chief(s) and additional aircraft and sensor maintenance personnel aboard the aircraft.

5.6.1.2. Maintenance planning and scheduling for Organizational, Intermediate, and depot level maintenance of on-equipment and off-equipment sustainment activities, will be coordinated through HQ ACC functional managers and managed by HQ AFMC (or contracted maintenance services, as appropriate).

5.6.1.3. Specific maintenance crew requirements for deployment will be determined by the 55<sup>th</sup> Wing and listed in the 55WG Manual.

## Chapter 6

### COMMUNICATIONS, NOTIFICATIONS AND REPORTS

**6.1. General.** This section details communication and notification responsibilities for compliance with the OST. Voice, fax, and electronic notification reports will be passed to units to alert them of impending overflight events and mission status. Notifications include: Intent to conduct an observation, arrivals at and departures from POEs/POXs, OSAs and OSRAs, proposed/approved mission plans, delay/termination of observation flights, and other miscellaneous reports.

6.1.1. Notifications associated with Passive Observation Missions are identified in the OSIWG SOP 05-01: *Open Skies Passive Notification Procedures*, March 1, 2005 and in SOP 05-03: *Open Skies Training Coordination Process and Notification Procedures for Training Flights over the United States*, December 13, 2005. These SOPs can be found in the Open Skies CoP on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31> or contact open.skies@pentagon.af.mil or DSN 224-0676) for this info.

**6.2. Types of Notifications. Note: The following paragraphs address the notification processes in CONUS, Alaska and Hawaii. The notification process in Europe is very different and is detailed in the HQ USAFE Open Skies Compliance Plan.**

6.2.1. Voice Format (VF) Notifications. Open Skies VF notifications are transmitted from the DTRA Operations Center to the Headquarters Air Force Operations Center. From the AF Operations Center they are automatically distributed to the Air Force MAJCOM Operations Centers/Command Posts and additional offices, including AF/A5XP. MAJCOMs then re-distribute these VF notifications to their units, tenant organizations and TCOs.

6.2.1.1. Standard VF notifications can be found in the Open Skies CoP on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31> or contact open.skies@pentagon.af.mil or DSN 224-0676) for this info.

6.2.2. Telephone Notification System (TNS).

6.2.2.1. DTRA is tasked with making early notification of Open Skies missions over the U.S to USG Departments/Agencies, the FAA, and related industry sites/facilities throughout the U.S. To accomplish this, DTRA developed two computer systems: The Passive Overflight Module (POM), and the TNS. Both systems are a part of the Open Skies Management and Planning System (OSMAPS) which provides DTRA with computerized mission analysis, planning, flight following, and assessment capabilities.

6.2.2.1.1. The POM performs analysis of Open Skies overflights by foreign observers. It generates notification messages to sites requesting overflight information. Messages are sent using the TNS.

6.2.2.1.2. The POM/TNS is an automated notification system, utilizing both telephone and facsimile networks, to a designated list of sites. All USAF components should take advantage of the POM/TNS.

6.2.2.1.2.1. There are two distribution lists associated with the POM: Standard Call List and Affected Call List.

6.2.2.1.2.1.1. The Standard Call List includes telephone and fax numbers of Service and MAJCOM Headquarters' and others as requested.

6.2.2.1.2.1.2. The Affected Call List includes telephone and/or fax numbers of everyone on the Standard Call List, plus those locations in the direct path of an expected observation overflight.

6.2.2.1.2.2. Units not receiving TNS notifications and wish to be added to the distribution list, or desire a change, should contact AF/A5XP (open.skies@pentagon.af.mil or DSN 224-0676) to be added to the distribution lists. The Air Force TNS notification list is at the Open Skies CoP on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31> or contact open.skies@pentagon.af.mil or DSN 224-0676) for this info.

6.2.2.1.2.3. To add a unit to the POM Standard or Affected Call Lists, please follow the procedures identified by DTRA in the Open Skies CoP on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31> or contact open.skies@pentagon.af.mil or DSN 224-0676) for this info.

6.2.3. Electronic Notifications: At this time, these are informal notifications from DTRA/OSOC to OSIWG members only.

6.2.3.1. AF/A5XP transmits these electronic notifications to a wide distribution list. This distribution is a back-up to the official notification process. Units that wish to be added to this distribution list contact AF/A5XP (open.skies@pentagon.af.mil).

**6.3. High Value Activity (HVA) Reporting.** Note: The following paragraphs address the HVA reporting processes in CONUS, Alaska and Hawaii. Commands in Europe have little opportunity to impact overflights of host nations, but can affect U.S. activities that could impact the overflight, or be impacted by the overflight. The process for reporting significant events in Europe and for protecting U.S. activities from any adverse impact of the OST overflight is detailed in the HQ USAFE Open Skies Compliance Plan.

6.3.1. Upon Receipt of a Notification of Intent to Conduct an Observation Flight over U.S. (VF#1) MAJCOMs will initiate the collection of HVA from their subordinate/ tenant units/facilities to determine any activities within their purview that could impact or be impacted by an observation over flight. MAJCOMs will report their HVA, or a Negative Report, to AF/A5XP at DSN 224-0676, Commercial (703) 614-0676 or open.skies@pentagon.af.mil as soon as possible after receipt of a VF#1, but no later than 48 hours after its receipt. AF/A5XP must deliver these HVA Reports to the DoD HVA Group

(HVAG) no later than 24 hours prior to arrival of the observation aircraft at the designated POE.

6.3.1.1. The HVAG (reference Paragraph 3.1.5.) receives submissions of HVA Reports from the Services and DoD Agencies and provides guidance to the DTRA U.S. Escort Team with respect to mission plan negotiations. If an Observing Party's proposed mission plan is impacted by an identified HVA, or if an HVA impacts the flight, the U.S. Escort Team may receive guidance to attempt to negotiate with the Observing Party to adjust the flight route to avoid the HVA.

6.3.1.2. HVA procedures are detailed in OSIWG SOP 05-02: *High Value Activities (HVA) Notification Procedures*, May 13, 2005. The SOP and the HVA report format template is provided in the Open Skies CoP on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31> or contact open.skies@pentagon.af.mil DSN 224-0676) for this info.)

6.3.2. In general, an HVA is an activity that:

6.3.2.1. Will incur substantial monetary cost if postponed or cancelled,

6.3.2.2. Cannot be concealed and reveals national security information if observed,

6.3.2.3. Takes advantage of a unique set of chronological or meteorological circumstances which cannot be duplicated, or

6.3.2.4. The command/agency believes special circumstances apply.

6.3.3. The criteria for an HVA are dynamic and subject to change and interpretation. Typical examples of HVA that might be reported by Air Force include space shuttle launches/ recoveries and space/missile launches. Other examples of HVA that may be reported are weapons movements, operations or major exercises, and equipment testing.

6.3.3.1. It is the responsibility of the reporting unit to report those events they feel may meet the requirements of an HVA. It is also their responsibility to protect their HVA from observation, as they would from satellite vulnerability. Various protective measures are available, such as: cancelling or postponing the HVA, shrouding or moving the sensitive equipment indoors during the period of vulnerability, or relocating the sensitive equipment to another location that may not be vulnerable to observation.

6.3.3.2. AF/A5XP is responsible for evaluating Air Force HVA Reports and for presenting them to the DoD HVAG. Subsequently the Treaty Manager, will give guidance to the DTRA Escort Team Chief in the event the proposed observation flight impacts an HVA.

6.3.4. Before reporting an HVA, unit personnel and MAJCOMs need to evaluate the following:

6.3.4.1. Can the activity be deconflicted with the observation overflight window of vulnerability?

6.3.4.2. Can the activity be delayed? At what cost?

6.3.4.3. What is the cost to cancel the activity?



6.3.5. With each HVA Report, the unit/MAJCOM must indicate their recommendation associated with this HVA.

6.3.5.1. If the HVA can be deconflicted, the recommendation would likely be to report the HVA for information only.

6.3.5.2. If the unit's preference is to seek to negotiate around the event, negotiating guidance will be given to the DTRA Escort Team Chief.

6.3.5.3. If the recommendation is to avoid the HVA, then the reporting unit will need to provide the name and immediate contact information for the senior flag officer supporting the HVA. This recommendation is a recommendation to violate a legally binding international treaty. This scenario is serious and will involve guidance from the HVAG or higher.

6.3.6. Criteria in the OST for negotiation of a mission flight route and seeking changes to a flight route:

6.3.6.1. OST, Article VIII, Section I, Paragraph 4. "The observed Party shall have the right to propose changes to the mission plan as a result of any of the following circumstances:

6.3.6.1.1. The weather conditions affect flight safety;

6.3.6.1.2. The status of the Open Skies airfield to be used, alternate airfields, or refueling airfields prevents their use; or

6.3.6.1.3. The mission plan is inconsistent with Article VI, Section II, Paragraphs 2 and 4."

OST, Article VI, Section II, Paragraph 2: "The mission plan may provide for an observation flight that allows for the observation of any point on the entire territory of the observed Party, including areas designated by the observed Party as hazardous airspace in the source specified in Annex I. The flight path of an observation aircraft shall not be closer than, but shall be allowed up to, ten kilometers from the border with an adjacent State that is not a State Party."

OST, Article VI, Section II, Paragraph 4: "The mission plan shall include all information necessary to file the flight plan and shall provide that:

6.3.6.1.3.1. the observation flight does not exceed the relevant maximum flight distance as set forth in Annex A, Section I;

6.3.6.1.3.2. the route and profile of the observation flight satisfies observation flight safety conditions in conformity with ICAO standards and recommended practices, taking into account existing differences in national flight rules, without prejudice to the provisions of Paragraph 2 of this Section;

6.3.6.1.3.3. the mission plan takes into account information on hazardous airspace, as provided in accordance with Annex I;

6.3.6.1.3.4. the height above ground level of the observation aircraft does not permit the observing Party to exceed the limitation on ground resolution for each sensor, as set forth in Article IV, Paragraph 2;

6.3.6.1.3.5. the estimated time of commencement of the observation flight shall be no less than 24 hours after the submission of the mission plan, unless otherwise agreed;

6.3.6.1.3.6. the observation aircraft flies a direct route between the co-ordinates or navigation fixes designated in the mission plan in the declared sequence; and

6.3.6.1.3.7. the flight path does not intersect at the same point more than once, unless otherwise agreed, and the observation aircraft does not circle around a single point, unless otherwise agreed. The provisions of this subparagraph do not apply for the purposes of taking off, flying over calibration targets, or landing by the observation aircraft.”

6.3.6.2. OST, Article VI, Section II, Paragraph 6. “No later than four hours after submission of the mission plan, the observed Party shall accept the mission plan or propose changes to it in accordance with Article VIII, Section I, paragraph 4 and paragraph 5 of this Section. Such changes shall not preclude observation of any point on the entire territory of the observed Party, including areas designated by the observed Party as hazardous airspace in the source specified in Annex I to this Treaty. Upon agreement, the mission plan shall be signed by the observing and observed Parties. In the event that the Parties do not reach agreement on the mission plan within eight hours of the submission of the original mission plan, the observing Party shall have the right to decline to conduct the observation flight in accordance with the provisions of Article VIII of this Treaty.”

6.3.6.3. OST, Article VIII, Section I, Paragraph 5. “In the event that the observing Party disagrees with the proposed changes to the mission plan, it shall have the right to submit alternatives to the proposed changes. In the event that agreement on a mission plan is not reached within eight hours of the submission of the original mission plan, and if the observing Party considers the changes to the mission plan to be prejudicial to its rights under this Treaty with respect to the conduct of the observation flight, the observing Party shall have the right to decline to conduct the observation flight, which shall not be recorded against the quota of either State Party.”

#### **6.4. Treaty Compliance Officer (TCO) Reports**

6.4.1. If requested by the DTRA Escort Team Chief, the TCO will make aircraft departure reports to the DTRA Operations Center as soon as practical after the observation aircraft takes off.

6.4.2. The TCO will pass After Action Reports (AAR) to the MAJCOM following any OST observation activity that unit hosts. The MAJCOM will pass these AARs to AF/A5XP.

6.4.3. TCOs will report security incidents such as unauthorized photography, to the local Air Force Office of Special Investigations (AFOSI)/security forces, their MAJCOM, and the DTRA Escort Team Chief. These incidents should be reflected in any AARs.

#### **6.5. Aircraft Commander Operational Reports (OPREP) and Situational Reports (SITREP) .**

6.5.1. The deployed aircraft commander will submit routine and situational reports in accordance with the 55WG Manual and applicable EXORDS and Implementation Orders.

6.5.2. The DTRA Mission commander will send a SITREP for each leg of the mission after coordinating with the Aircraft Commander and the Production Supervisor.

6.5.2.1. This SITREP, as a minimum, will contain takeoff and landing times and locations, condition of the aircraft and crew and any miscellaneous information warranted by the situation.

6.5.2.2. This SITREP is not intended to replace any additional reporting requirement for either DTRA or the 55<sup>th</sup> Wing.

## Chapter 7

### MISCELLANEOUS

#### 7.1. Financial Management (FM)

7.1.1. Funding. AF/A5XP is the Air Force PEM for all USAF arms control treaties and agreements' related costs, including Open Skies. The Arms Control PE is 35145F.

7.1.1.1. Observation aircraft expenses to include maintenance, operations and flying hours are funded thru PE 35145F.

7.1.1.2. Periodic depot maintenance, technical order updates, and engineering sustainment costs are typically 3400 money and are programmed by AFMC/A4 (CAM).

7.1.1.3. Programming for modification of the OC-135 airframe using appropriation 3010 depends on who "owns" the requirement. ACC may program for an OC-135-only modification and program for those modification funds separately. Typically, the modification takes place at the AFMC modification center and the customer will request the modification be made to accommodate modernization to the mission equipment. ACC and AFMC/A4 must remain vigilant to the modification requirements and program accordingly.

7.1.1.4. The flying unit's Open Skies manpower authorizations are also funded from the Arms Control PE.

7.1.1.5. Infrastructure-related costs to support Treaty Compliance Offices and the OSMPPF, including associated manpower, are funded thru PE 35145F.

7.1.2. MAJCOM Treaty Officers submit annual requests for funding under the Arms Control PE in accordance with instructions provided separately.

7.1.2.1. ACC: Budget for and reimburse DTRA for aircraft and aircrew-related expenses the DTRA mission team pays for during AOM. Note: During AOM's all mission-related expenses (accommodations and meals for the entire deployed crew, fuel and aircraft services) are paid by DTRA.

#### 7.2. Manpower, Personnel and Training

7.2.1. AF/A5XP established a structure of Arms Control manpower to support Air Force implementation of, and compliance with arms control treaties and agreements. Personnel billets associated with this structure man MAJCOM arms control offices, unit Treaty Compliance Offices, a portion of the flying unit supporting the observation aircraft, and the OSMPPF.

7.2.2. In accordance with AFI 16-601 all MAJCOMs will establish an office of primary responsibility and specific points of contact for arms control.

7.2.3. HQ ACC maintains responsibility for manpower associated with the flying unit supporting the observation aircraft to include filling all authorized billets and the qualifications of flying personnel. Of primary concern is the consistent availability of trained and qualified air and maintenance crews who are deployable to support all OST tasked missions.

7.2.4. HQ AFISRA maintains responsibility for manpower associated with the OSMPF, including fulfillment of all authorized billets. Of primary concern is the capability to support the processing of media products from both U.S. and foreign OST missions, including the capability to handle materials used in processing of products. Members of the OSMPF must be deployable for OST activities overseas.

7.2.5. All personnel having OST responsibilities must take advantage of appropriate training opportunities (DTRA training courses, Air Force workshops, etc.). In addition, host units must maintain a cadre of trained escorts to support incoming foreign OST teams.

### **7.3. Legal**

7.3.1. SAF/GCI will provide legal support on matters involving the interpretation and implementation of the OST. The servicing Staff Judge Advocate to the Combatant Commander or its Air Component will provide legal advice on questions arising from mission planning and operations management and the review of any related documents.

### **7.4. Observation Team Arrival Procedures**

7.4.1. The Wing Commander, or designated representative, will meet the visiting team upon arrival of an observation aircraft to a host unit. Particular attention should be paid to foreign aircraft/team members.

7.4.2. Notification of the incoming team will list the manifest of personnel, including positions within the team. The DTRA Escort Team Chief and the foreign Team Chief(s) should be readily identifiable by their name tags.

7.4.3. The observation aircraft should be parked in an area close to Base Operations if possible, in a hangar (if weather prevents required aircraft maintenance outdoors), or another location dictated by the security situation. If possible, the aircraft should be positioned in such a way to allow start-up and taxi to the runway without towing.

7.4.3.1. Towing of the foreign observation aircraft is discouraged unless absolutely necessary for security or maintenance. Towing or hangaring the foreign aircraft should be conducted as a last resort and only if requested by the foreign Team Chief. If required, and appropriate support equipment is available, the foreign maintenance personnel should complete the task using their personnel. Should the aircraft be towed by U.S. personnel and damage to the aircraft incurred, it may become the responsibility of the USG. to repair or replace it. (OST, Annex D, Sect 2, Para 11.)

7.4.4. Local base escorts and appropriate security forces, if necessary, should be immediately available to support the arriving teams. Provisions should be made to expedite transportation of personnel to the next event (Welcome/Arrival briefings, stop at billeting, etc.) and movement of luggage/gear from the aircraft to the appropriate location.

7.4.5. The hosting unit TCO will present an Arrival and local Safety briefing as soon as practicable after arrival of the observation teams. These briefings should be pre-coordinated with DTRA because of the requirement for translation.

## **7.5. Defector Procedures**

7.5.1. Should any foreign OST team member indicate their desire to defect to an Air Force representative, the escort shall immediately inform the DTRA Team Chief. The DTRA Team Chief, as the senior U.S. Government representative, will take actions as appropriate.

7.5.1.1. If the indication happens when on U.S. soil (or on a U.S. base in a host nation), the Air Force hosting unit will take no actions unless requested by the DTRA Escort Team Chief. Should the DTRA Escort Team Chief request assistance, the TCO should immediately inform unit leadership, base security and the local AFOSI representative.

7.5.1.2. If the indication happens outside of the U.S. while onboard the U.S. observation aircraft, the DTRA Team Chief will be notified immediately and will take full responsibility for follow-on actions. When appropriate, and as soon as possible, situation reports will be made to the OPCON Commander.

## **7.6. Public Affairs (PA)**

7.6.1. In accordance with 2005 OASD(PA) guidance, the DoD PA posture is: Passive, response to inquiry only.

7.6.2. Hosting units should accommodate media coverage of Open Skies activities IAW DOD "Principles of Information," SAF/PA, DTRA/PA and OASD(PA) guidance.

7.6.2.1. Unit PA offices will comply with established higher level PA guidance and should develop an internal information plan to accommodate this guidance.

7.6.2.2. Local media interest may be accommodated on a not-to-interfere basis with Open Skies activities, and only with the DTRA Escort Team Chief's concurrence.

7.6.2.3. The unit PA office will keep the community aware of OST activities via routine meetings between key civic leaders and base officials.

7.6.2.4. Prepared news releases will be used whenever possible.

7.6.3. The Armed Forces Information Service will coordinate all Armed Forces Radio and Television Service support activities to ensure continuity.

7.6.4. In the event of a defection or death of a foreign Open Skies team member, all queries will be referred to the Department of State. No local comments, confirmations, etc., will be made.

## **7.7. Protocol**

7.7.1. Hosting foreign OST observation missions is a national, legal obligation. The foreign team must be afforded the opportunity to exercise their rights under the OST. The host units must facilitate the conduct of the event.

7.7.2. Reception of the visiting OST teams must be polite, courteous and accommodating.

7.7.3. Observation team members typically travel under Diplomatic passports. In any event, observation team members must be accorded the rights, privileges and immunities outlined in the OST, Article XIII and in the Vienna Convention on Diplomatic Relations of 18 April 1961.

7.7.4. In the event a dignitary, VIP or flag officer accompanies the observation activity, appropriate protocol accommodations must be afforded them. Coordinate these procedures with the DTRA Escort Team Chief.

7.7.5. Nearly all OST activities include a formal dinner or function outside of treaty requirements. These will be coordinated by the TCO and the host Unit Protocol Office. Appropriate host unit representation, at a level commensurate with the visibility of the activity, should be provided. These events should not be open to the media.

7.7.5.1. Gifts and/or mementoes, if exchanged at these events, should be purchased and accounted for using Official Representation Funds (ORF), identified in the unit's annual budget submission in coordination with the Wing/Unit Commander. ORF expenditures must adhere to AFI 65-603.

7.7.5.2. Escort personnel on a meal card must follow guidance in the DFAS-DE Manual 7073-1. Meals consumed by a Treaty escort while TDY are already covered by per diem entitlement.

7.7.5.3. Local travel reimbursements will be reimbursed IAW Wing/Unit local travel instructions.

## **7.8. Host Unit Local Activities**

7.8.1. Units hosting OST activities may be called upon to support or facilitate leisure time activities for members of the observation teams during periods when they are not required to support OST functions. Creativity, ingenuity and flexibility on the part of the TCO are encouraged. Leisure activities are part of hosting, particularly if there are significant delays in resuming a mission due to aircraft repairs, weather constraints, etc.

7.8.2. On-base activities may include, but are not limited to, visits to the Base Exchange and/or Commissary, Class Six store, clothing sales, Officer and/or Enlisted Clubs, cafeterias and fast food establishments, museums or displays, athletic center or other recreational facilities. If the Base Exchange and/or Commissary are visited, the TCO will be responsible for crowd control and will coordinate with the facility manager to provide a separate check-out lane. If requested, cash register tapes/receipts for foreign OST team members will be provided to a DTRA escort.

7.8.2.1. As guests of the United States, observation team members will be authorized the use of the Base Exchange and Commissary, Class Six store, convenience stores and Officer and/or Enlisted Clubs. At the clothing sales store, only non-issue military clothing/items may be purchased. The hosting unit TCO will notify any of these facilities prior to the arrival of the observation team. For bases outside the U.S., access to these facilities will be in accordance with host nation rules and regulations, and standing Status of Forces Agreements (SOFA).

7.8.3. Off-base activities include shopping, tourist and recreational activities, etc. Any off-base activity, including when the teams are housed off-base, will require notification to AFOSI and base security to ensure appropriate coordination with local, state or federal authorities. Off-base security falls under the jurisdiction of the local, state or federal authorities, and will not be provided by base security forces.

7.8.3.1. The DTRA Escort Team has sole responsibility for all visiting OST personnel during on- and off-base activities.

7.8.3.2. If requested by the DTRA Escort Team Chief, the TCO may provide, as available, local base escorts and drivers to facilitate movement off-base. This does not relieve the base of the responsibility to provide transportation for the observation teams, but allows them flexibility if the DTRA Escort Team Chief does not require this type of assistance.

## **7.9. Local (Base) Escort Procedures**

7.9.1. Local escorts are required to assist the DTRA Escort Team and to facilitate OST activities/events when foreign observation teams and/or aircraft and crews are operating from their base.

7.9.2. Local escorts are site-knowledgeable base representatives designated as points of contact for the DTRA Escort Team. They will be in the grades of E-4 and above and will be supervised by senior NCOs (E-7 or above), officers or civilians. While no specific certification is required, Commanders should ensure mature individuals are selected.

7.9.3. Host units will provide local escorts to support OST activities/events as follows:

7.9.3.1. Wing Commanders at U.S. Air Force bases hosting OST activities/events will assign local escorts to assist the TCO and DTRA Escort and foreign observation teams in their movement on and off the property under the responsibility of the Wing Commander.

7.9.3.2. Local escorts will report to the TCO and be relieved of all other assigned responsibilities while performing escort duties associated with OST activities/events. Units should have a qualified medical escort assigned throughout the OST activity.

7.9.3.3. The unit TCO will maintain a current list of local escorts, and designate and train replacements as necessary to ensure continuous availability of escorts for short-notice OST activities.

7.9.3.4. Local escorts must have, as a minimum, a Secret security clearance, and access to restricted areas where OS aircraft may be parked, including sufficient number of local escorts with driving privileges for restricted areas (i.e. flight line, etc).

7.9.3.5. Local escorts are not expected to be trained as security specialists; however they should be trained to recognize and react to anticipated elicitation and human intelligence (HUMINT) gathering techniques. OPSEC procedures still apply.

7.9.3.6. Local escorts are not expected to be conversant about OST information, U.S. Government policies concerning OST issues and the conduct of OST activities at other USAF OST airfields.

7.9.3.7. Local escorts have two responsibilities while on base: (1) the protection and safety of visiting OST personnel, and (2) the security of site facilities. Local escorts should limit access of personnel not needed to support the OST mission from areas supporting OST activities/events.

7.9.3.8. Local escorts should wear visible badges when in the company of visiting OST personnel. These badges are for identification only.



- 7.9.3.9. Local escorts/drivers should never be left alone with foreign OST personnel.
- 7.9.3.10. Local escorts should not accept DTRA Escort responsibilities.
- 7.9.3.11. Local escorts should be knowledgeable enough to facilitate movement of the visiting OST teams to and from scheduled activities, the flight line, medical facilities, dining facilities and accommodations, and to on- and off-base shopping locations.
- 7.9.3.12. Local escorts should be knowledgeable in base security procedures, access requirements to the base and flight line.
- 7.9.3.13. Local escorts should be flexible and patient, as plans often change. They should have constant communications capability with the TCO to report unexpected situations and to seek guidance.
- 7.9.3.14. Local escorts may volunteer for off base/cultural events if requested by DTRA Team Chief.

## **7.10. Medical and Dental Support / Mortuary Services**

- 7.10.1. Host units are expected to provide or arrange for emergency/non-elective medical/dental care as necessary and as requested by the DTRA Escort Team Chief, for team members to accomplish their duties, save lives or stabilize injuries. Military treatment facilities will be used unless the severity of the illness/injury and transport stabilization needs deem otherwise.
- 7.10.2. If transportation to a local civilian medical facility is required, the host unit's medical escort will accompany the member and the DTRA escort and will stay with them at the local facility until care is rendered. The military medical staff will coordinate care with the civilian facility as required. The DTRA Escort Team Chief will be kept apprised of the patient's condition and treatment at all times.
- 7.10.3. If the member requiring medical/dental care is an aircrew member, the host unit's Flight Surgeon's office will be notified.
- 7.10.4. Transportation to an appropriate POX, if required, will be accomplished via usual air evacuation procedures after coordination with the DTRA Escort Team Chief and foreign Team Chief.
- 7.10.5. In the event of the death of an observation team member, the DTRA Escort Team Chief will provide any and all guidance. The death will not be reported through any channels until cleared by the DTRA Escort Team Chief. Arrangements for mortuary services shall be in accordance with USAF regulations, local and state laws, U.S.-host nation arrangements, foreign preferences, and in coordination with the DTRA Escort Team Chief.
  - 7.10.5.1. The TCO will, after being cleared by the DTRA Escort Team Chief, report any death to the MAJCOM Treaty Office and to AF/A5XP (DSN 224-0676 or open.skies@pentagon.af.mil) as soon as practicable, along with circumstances of the death.
- 7.10.6. All medical care provided to a non-US member will be billed according to any host nation agreements in effect for the location where the care was provided. All civilian medical care provided to a non-US member will be billed by the civilian health care facility

to the nearest consulate office of the country that the member is from, or to the Defense Threat Reduction Agency.

### **7.11. Host Unit Security**

7.11.1. Foreign observation team members typically travel under Diplomatic passports. In any event, observation team members must be accorded the rights, privileges and immunities outlined in the OST, Article XIII. As such, they and their accommodations, personal gear and baggage are immune from search and seizure while they are on U.S. territory. Additionally, no team member may be arrested or detained.

7.11.2. The foreign observation team is identified by the DTRA Escort Team Chief at the POE. Their luggage and equipment are searched at the POE by DTRA and U.S. Customs personnel. Further searches are prohibited and any questions concerning searching should be directed to the DTRA Escort Team Chief.

7.11.3. DTRA team members, their luggage and hand-carried items are exempt from searches unless dictated by a specific base security situation.

7.11.4. It is Air Force policy that if no specific threat exists against the observation team or the host unit before or during their visit, additional security requirements are neither warranted nor appropriate. Treatment of the observation team as distinguished visitors should be sufficient.

7.11.5. It is Air Force policy that the local base escort team has the primary responsibility for ensuring the protection and safety of observation team members and for limiting access to them by non-essential personnel.

7.11.6. If a threat arises before or during the visit of an observation team, the host unit will react appropriately, inform the DTRA Escort Team Chief (prior to arrival if possible), and brief the arriving team of the situation, the precautions they should take and the protective measures being taken by the base.

7.11.7. If a threat exists during an OST activity at a host unit, considerations should be taken to billet the observation team on base and limit/restrict their movement as much as possible, depending on the threat. If a credible threat exists to OST activities and movement is required to off-base locations, base Security Forces will advise the AF Office of Special Investigations (AFOSI) and local law enforcement agencies.

7.11.8. If a credible threat exists, treaty activities may be restricted to on base and Security Force personnel posted on the boundaries of areas used for lodging, dining and other treaty activities. Off base activities require coordination with local law enforcement. If the threat warrants, this information must be passed expeditiously to AF/A5XP. If required, a recommendation to consider terminating the visit and removing the visitors from the area will be passed by the Air Staff to the USG Interagency.

7.11.9. Foreign observation aircraft do not carry an assigned physical security protection level in accordance with AFI 31-101; however they must be protected as any foreign state aircraft. If the aircraft is to remain on station for a period of time, it must receive appropriate security protection measures.

## 7.12. Photography Policy

7.12.1. The Air Force photography policy for OST activities on host unit facilities is identified in the following subparagraphs. This policy is designed to address photography primarily during aircraft inspections at U.S. Air Force airfields hosting OST observation missions. Specifically, it covers the foreign teams taking photography of the U.S. inspection of their aircraft and for the U.S. team (from DTRA) to record the inspection process for the foreign teams, if so requested by the foreign team.

7.12.2. Under the OST, the observed (i.e., hosting) state party has the right to conduct a pre-flight inspection of the foreign observation aircraft and sensors to ensure that they conform to the aircraft and sensors that were previously certified for observation flights and have been notified for use for observation activities.

7.12.2.1. It has become the practice of the parties to allow the observing (i.e., hosted) state party to record the inspection process as it is being conducted by observed party inspectors.

7.12.2.2. Equipment capable of recording images for this purpose has historically included cameras. Video cameras will not be used to record the aircraft inspection process for the hosted state party.

7.12.3. While this paragraph policy does not override other Air Force photography policies, it does allow the U.S. Escort Team, foreign team members, and U.S. Technical Equipment Inspection (TEI) personnel, to take photographs of the observation aircraft during the aircraft inspection and, if desired, to document via photography the status of the sensor covers upon arrival at a POE, after a transit flight to an OSA, and prior to departure from a POX. As this is an official U.S treaty activity, all photography equipment should be declared and state owned.

7.12.3.1. At all times, other than aircraft inspection and recording condition of sensor covers, photography must be coordinated between the DTRA Escort Team Chief and the Wing/Unit TCO who will request approval from appropriate base agencies.

7.12.3.2. Requests for other mission-related or treaty-related photography should be submitted as soon as need is known. TCOs should have pre-established coordination procedures to expeditiously process requests and should be able to advise on expected response time from base agencies.

7.12.3.3. The foreign observation team may attempt to take pictures upon arrival/landing at an airfield and on the ground during various arrival activities, which may go against current policies. TCOs should review the latest HQ USAF photography guidance for guidance on appropriate procedures for managing and reporting photography violations.

7.12.4. This photography policy does not give a third party (i.e., the Wing/Unit, or other observers) authorization to photograph the aircraft inspection process or other mission-related activity on the flight line, unless pre-coordinated with the DTRA Escort Team Chief and the foreign Team Chief.

7.12.4.1. Wing/Unit or MAJCOM personnel may take photographs of OST activities after satisfying the local approval process and after coordination between the Wing/Unit

TCO and the DTRA Escort Team Chief, who will coordinate with the foreign team Chief. Even the group photo has to be coordinated and approved by the foreign Team Chief.

7.12.4.2. Uncoordinated or unapproved photography of the foreign team and aircraft may become a diplomatic issue the USG will have to address.

7.12.5. As any deviation from established treaty practices can have undesirable diplomatic effects, photography of the aircraft inspection process (to include documenting sensor cover status before/after transit flights), will be considered as exceptional circumstances and will be allowed to continue to the extent possible within the constraints of standing Air Force security guidance and unit policies.

7.12.5.1. Local commanders often authorize instances of flight line photography to support USG activities. DTRA escort teams receive this authorization specifically to support only Open Skies pre-flight inspection requirements. For any additional photography, pre-coordinate with the Wing/Unit TCO who can advise of requirements and, when necessary, forward the request for consideration by appropriate authority.

7.12.5.2. Wing/Unit commanders should normally support these activities while making prudent efforts to protect security concerns.

7.12.5.3. When unexpected circumstances occur for which commanders may be expected to further limit photography, Wing/Unit TCOs will expeditiously report to MAJCOMs, who will also expeditiously report to AF/A5XP, the circumstances, rationale and results.

7.12.5.4. Since prohibiting customary photography may be viewed by treaty partners as an infringement of their treaty rights, AF/A5XP will rapidly report the circumstances to AF A3/5, SAF/GCI, the OUSD(AT&L) Treaty Manager, OSD Policy and the Joint Staff, and will prepare responses to USG Interagency questions as appropriate.

7.12.6. The use of portable equipment capable of recording images will be monitored by the U.S. Escort Team, and will be observed by the base escort team.

7.12.6.1. To facilitate understanding between all parties, the TCO will explicitly inform the U.S. Escort Team Chief of the policies applicable to that airfield. The TCO will specifically brief the arriving observation teams (both U.S. and foreign) on the local photography policies and procedures applicable to the airfield, and will be responsible for ensuring compliance with these policies.

7.12.6.2. Photography will be carefully managed.

7.12.6.2.1. Photographs should be oriented or framed to ensure only the intended image is taken.

7.12.6.3. The TCO should attempt to limit unwanted imagery collection by parking the Open Skies aircraft to avoid photography of other assets in the vicinity.

7.12.6.3.1. The observation aircraft can be placed in an isolated area away from other aircraft/buildings, or shrouded by innocuous structures. In addition, other more sensitive aircraft can be placed in a secure hangar, in an isolated area away from other aircraft/buildings, or shrouded by innocuous structures.

7.12.7. If there are any violations of this photography policy, they will be brought to the attention of the U.S. Escort Team Chief, who will address them immediately with the foreign Team Chief (if the violation is by the foreign team) or the individual involved (if the violation is by a member of the U.S. Escort Team).

7.12.7.1. The observing party has a duty to respect the laws and regulations of the observed party. (OST, Article XIII, Section II, Paragraph 4.)

7.12.7.2. Such incidents will be briefed to the base security forces, raised in the After Action Report (AAR) and provided to the MAJCOM and Air Force Treaty Offices.

7.12.8. The OST, Article XIII, Section II, Paragraph 1, gives foreign inspectors diplomatic privileges and immunities, including the inviolability of their person and personal property. This means that to touch them or their property may violate their treaty rights.

7.12.8.1. At no time should personal property be confiscated or involuntarily taken from the foreign inspectors.

7.12.9. Nothing in this policy authorizes or encourages overt intelligence collection or the allowance of intelligence collection by photography.

### **7.13. Operational Security (OPSEC)**

7.13.1. OPSEC is a process of identifying, analyzing and controlling critical information indicating friendly actions associated with military operations and other activities to:

7.13.1.1. Identify those actions that can be observed by adversary intelligence systems.

7.13.1.2. Determine what specific indications could be collected, analyzed, and interpreted to derive critical information to be useful to adversaries.

7.13.1.3. Select and execute measures that eliminate or reduce to an acceptable level the vulnerabilities of friendly actions to adversary exploitation.

7.13.2. The purpose of OPSEC is to reduce the vulnerability of Air Force missions to successful adversary collection and exploitation of critical information. OPSEC applies to all activities that prepare, sustain, or employ forces during all phases of operations. (AFI 10-701)

7.13.3. It is not unexpected that members of foreign observation teams may attempt to gather information on our abilities, capabilities, operations, intentions, personnel and organizations. It is incumbent on our host unit personnel to be observant and diligent in protecting information that might be used to compromise our security, while at the same time being courteous and pleasant.

7.13.4. If inquiries or actions of a foreign observation team member raise suspicions, the host-unit's escort should notify the TCO, who should in turn notify the DTRA Escort Team Chief. Base security force representatives should be notified of any suspect situations.

### **7.14. Lodging and Messing**

7.14.1. Host unit TCOs should coordinate lodging and messing requirements/desires with the DTRA Escort Team Chief.

7.14.2. DTRA preference for billeting OST teams is off-base, in a hotel or hotels, preferably one hotel that can accommodate both the entire U.S. and foreign teams. Coordination for off-base lodging, if arranged by the host-unit TCO, will be through the base Lodging Office.

7.14.3. In the event of a threat situation, lodging will likely be arranged in on-base facilities. This may involve creativity due to the short notice nature of OST activities and the relatively large size of the observation teams.

7.14.4. For on-base lodging, certain precautionary measures may be taken in preparing the rooms, but extraordinary measures are not necessarily appropriate. The TCO should coordinate with the DTRA Escort Team Chief regarding requirements for lodging (such as housekeeping services, telephones, security protection and availability of a 24- hour on-site contact).

7.14.5. Meals, both on- and off-base, should be coordinated between the TCO and the DTRA Escort Team Chief.

7.14.6. U.S. observation team members will pay for their own accommodations and meals, while the DTRA Escort Team Class A Agent will pay for the foreign team members.

7.14.7. The TCO should work with the Flight Kitchen to arrange for box lunches as requested by the DTRA Escort Team Chief. Payment for box lunches will typically be in advance. The TCO will coordinate with the DTRA Escort team to accommodate this payment.

## **7.15. Transportation**

7.15.1. Host unit TCO will coordinate transportation requirements with the DTRA Escort Team Chief.

7.15.1.1. OST activities are conducted on a strict timeline. Transportation must account for road closures, base gate security procedures, and traffic situations to ensure adherence to this timeline. Transportation will account for weather delays and unanticipated events as best they can, and the OST activity will have to accommodate these situations.

7.15.1.2. The TCO will attempt to accommodate the DTRA Team Chief's requests for support of transportation for off-base and cultural activities for the foreign teams as much as practical, within existing policies/guidelines/restrictions. In cases where Wing Commander approval is required for the type of activity or location, the TCO will facilitate that request.

7.15.2. The number and size of vehicles required will be determined by the activities being performed.

7.15.2.1. For initial arrival, departure and movement to/from lodging for the first/last time, a separate van or truck for luggage should be provided.

7.15.2.2. For full team movements, such as to cultural events, a VIP coach/bus may be appropriate.

7.15.2.3. Separate vehicles for the air and maintenance crews may be needed.

7.15.3. A cadre of qualified drivers will need to be available for the duration of the OST activity.

## 7.16. Weather Support Policy

7.16.1. The observation team requires up-to-date weather data. All flight weather briefing elements will conform to World Meteorological Organization (WMO) and International Civil Aviation Organization (ICAO) standards and be reported in both U.S. standard (inches of mercury (hg) and feet) and metric (millimeters of hg and meters) units where appropriate.

7.16.2. Weather briefings will be provided at all OST airfields by the host Unit Weather Flight. Weather briefings at Dulles IAP POE/POX will be provided by the 88 OSS from Wright Patterson AFB, OH. The Dulles briefings may be provided on-site by the 88 OSS representatives, or by web-based presentations, as requested by the DTRA Escort Team Chief.

7.16.3. Specific guidance for weather support to foreign Open Skies teams at U.S. OSAs and OSRAs is detailed below. Weather support for U.S. observation teams transiting Open Skies Gateways will be in accordance with the appropriate MAJCOM-DTRA Memorandum of Agreement (MOA).

7.16.4. The host Unit Weather Flight will provide or arrange for weather support required by OST personnel during treaty activities at or originating from the host airfield as follows:

7.16.4.1. The host Unit Weather Flight will develop a briefing providing local, take-off, en route and arrival weather using DD Form 175-1, *Flight Weather Briefing*. In addition, they will be prepared to brief/provide local weather for other OSAs and OSRAs.

7.16.4.2. The Weather Squadron representative will provide a weather briefing to the observation team upon its arrival at the host airfield, daily weather briefings as requested, and pilot weather briefings prior to missions and training activities.

7.16.4.2.1. The sample Open Skies weather briefing is available in the Open Skies CoP on the AF/A5XP Portal. (See: <https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-XP-AF-31-7-5&Filter=OO-XP-AF-31> or contact open skies@pentagon.af.mil or DSN 224-0676 for this info.)

7.16.4.3. The host Unit Weather Flight representative will provide daily weather briefings detailing the current and forecasted weather for the entire mission period to include applicable satellite and radar imagery, current and forecasted surface maps and an outlook for the local area and other OSA/OSRA, as requested.

7.16.4.3.1. All weather briefings will use general terms or cardinal directions, e.g. north, northeast, southwest, and central to illustrate the location of weather phenomena.

7.16.4.4. The host Unit Weather Flight representative will provide OST personnel weather charts depicting surface pressure, temperatures and winds; charts depicting heights, temperatures and winds at 850 millibars (mb), 700 mb, 500 mb, 300 mb and 200 mb; relative humidity fields at 850 mb, and a solar azimuth and elevation data. Additions/deletions to this package will be coordinated with the DTRA Escort Team Chief as required, dependent on mission profile. Data packages will be provided at the initial weather brief and updated daily, or as requested.

7.16.4.5. The host Unit Weather Flight representative will provide weather consultation services to help OST personnel understand the current and forecasted weather situation to include expected areas of cloud cover.

7.16.4.6. The host Unit Weather Flight representative will provide weather parameters (surface pressure and flight level outside air temperature) for overflight areas as requested.

7.16.4.7. The host Unit Weather Flight representative will provide flight weather briefings using DD Forms 175-1 for aircrews. OST pilots must furnish aircraft type and call sign, time of departure, flight level, and planned primary and alternate destinations.

7.16.4.8. The host Unit Weather Flight representative will arrange for weather support when support is not available locally.

7.16.4.9. The host Unit Weather Flight representative will provide local weather support IAW the host airfield Compliance Plan or Instruction.

7.16.5. For AF operations at foreign airfields, once in country at non-AF operated OST airfields, AF aircrews should try to use local weather services. In accordance with OST, Article VI, Section I, Paragraph 13., the observed State Party is required to provide the most recent weather forecast and air navigation information upon arrival of the observing party's aircraft at the declared POE. If no local weather services are available, crews should use the servicing AF Operations Support Squadron (OSS).



**Chapter 8**

**PRESCRIBED FORMS**

**8.1. Adopted Form.** DD Form 175-1, Flight Weather Briefing

PHILIP M. BREEDLOVE, Lt Gen, USAF  
DCS/Operations, Plans and Requirements

## Attachment 1

## GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

*Reference*

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AFI 11-202 Volume 1, *Flying Operations: Aircrew Training*, 17 May 2007

AFI 11-221, *Flying Operations: Air Refueling Management (KC-10 and KC-135)*, 1 November 1995

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FAA Order 7110.65P, February 14, 2008, Paragraph 9-2-21

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[http://www.faa.gov/airports/airtraffic/air\\_traffic/publications/atpubs/ATC/index.htm](http://www.faa.gov/airports/airtraffic/air_traffic/publications/atpubs/ATC/index.htm)

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**(while the title of this document is unclassified, the document itself is classified; contact A5XP at [open.skies@af.pentagon.smil.mil](mailto:open.skies@af.pentagon.smil.mil) to obtain a copy)** *Treaty on Open Skies*, March 24, 1992

<http://www.defenselink.mil/acq/acic/treaties/os/index.htm> &  
<http://www.state.gov/www/global/arms/treaties/openski1.html>

Under Secretary of Defense Memorandum, *Implementation of, and Compliance with, the Treaty on Open Skies* (U), June 4, 2004 *(while the title of this document is unclassified, the document itself is classified; contact A5XP at [open.skies@af.pentagon.smil.mil](mailto:open.skies@af.pentagon.smil.mil) to obtain a copy)*

*Abbreviations and Acronyms*

**AAR**—After Action Report

**ACC**—Air Combat Command

**ACM**—Augmented Crew Member

**ADCON**—Administrative Command

**AETC**—Air Education and Training Command

**AF**—Air Force

**AFB**—Air Force Base

**AFGSC**—Air Force Global Strike Command

**AFI**—Air Force Instruction

**AFISRA**—Air Force Intelligence, Surveillance & Reconnaissance Agency

**AFMC**—Air Force Materiel Command

**AFOSI**—Air Force Office of Special Investigations

**AFPD**—Air Force Policy Directive

**AFRC**—Air Force Reserve Command

**AFSOC**—Air Force Special Operations Command

**AFSPC**—Air Force Space Command

**AIA**—Air Intelligence Agency

**AIG**—Address Indicating Group

**ALCOM**—Alaska Command

**AMC**—Air Mobility Command

**ANG**—Air National Guard

**AOI**—Area of Interest

**AOM**—Active Observation Mission

**AOR**—Area of Responsibility

**APU**—Auxiliary Power Unit

**ARMS**—Air Refueling Management System

**ARTCC**—Air Route Traffic Control Center

**ASE**—Aeronautical Systems Engineer

**BENELUX**—Belgium, the Netherlands & Luxembourg

**CAM**—Centralized Asset Management

**CCC**—Command and Control Center

**CIS**—Commonwealth of Independent States  
**CJCS**—Chairman, Joint Chiefs of Staff  
**COMSEC**—Communications Security  
**CONOPS**—Concept of Operations  
**CONUS**—Continental U.S.  
**CoP**—Community of Practices  
**CRG**—Compliance Review Group  
**DARMS**—Data Annotation, Recording & Mapping System  
**DEPORD**—Deployment Order  
**DIA**—Defense Intelligence Agency  
**DISA**—Defense Information Systems Agency  
**DM**—Deployment Memorandum  
**DN**—Duplicate Negative  
**DNIF**—Duty Not Involving Flying  
**DoD**—Department of Defense  
**DODD**—Department of Defense Directive  
**DoS**—Department of State  
**DPML**—Deputy Program Manager for Logistics  
**DSWA**—Defense Special Weapons Agency  
**DTIRP**—Defense Treaty Inspection Readiness Program  
**DTRA**—Defense Threat Reduction Agency  
**DV**—Distinguished Visitor  
**EAFS**—Effective Aerial Film Speed  
**EAL**—Entry Access List  
**EEFI**—Essential Elements of Friendly Information  
**EIF**—Entry into Force  
**EMT**—Emergency Medical Technician  
**ETA**—Estimated Time of Arrival  
**ETD**—Estimated Time of Departure  
**EUCOM**—European Command  
**EXORD**—Execute Order  
**FAA**—Federal Aviation Administration

**FIN PLAN**—Financial Plan  
**FM**—Financial Management  
**FOC**—Full Operational Capability  
**GOC**—Global Operations Center  
**HF**—High Frequency  
**HFSSB**—High Frequency Single Side Band  
**Hg**—Mercury  
**HQ**—Headquarters  
**HQAF**—Headquarters, Air Force  
**HUMINT**—Human Intelligence  
**HVA**—High Value Activity  
**HVAG**—High Value Activity Group  
**IAW**—in accordance with  
**IAP**—International Airport  
**ICAO**—International Civil Aviation Organization  
**IDARMS**—Integrated Data Annotation, Recording & Mapping System  
**IFE**—In-Flight Emergency  
**ILSP**—Integrated Logistics Support Plan  
**IMPORD**—Implementation Order  
**IOC**—Initial Operational Capability  
**IPLAN**—Implementation Plan  
**IRLS**—Infra-red Line-scanning Device  
**IR**—Infra-red  
**JA**—Japan  
**JCS**—Joint Chiefs of Staff  
**JFCOM**—Joint Forces Command  
**JTF**—Joint Training Flight  
**JS**—Joint Staff  
**MAJCOM**—Major Command  
**Mb**—Millibars  
**MFD**—Maximum Flight Distance  
**MICAP**—Mission Capability

**MIPR**—Military Interdepartmental Purchase Request  
**MP**—Maintenance Plan  
**MPC**—Mission Planning Cell  
**MOA**—Memorandum of Agreement  
**MOU**—Memorandum of Understanding  
**MW**—Missile Wing  
**NASIC**—National Air and Space Intelligence Center  
**NATO**—North Atlantic Treaty Organization  
**NCO**—Non-Commissioned Officer  
**NCOIC**—Non-Commissioned Officer-in-Charge  
**NGA**—National Geospatial Intelligence Agency  
**NLT**—no later than  
**NMCC**—National Military Command Center  
**NORTHCOM**—Northern Command  
**NRRC**—Nuclear Risk Reduction Center  
**NSA**—National Security Agency  
**NSC**—National Security Council  
**NSPD**—National Security Presidential Directive  
**OCONUS**—Outside of the Continental U.S.  
**OIC**—Officer in Charge  
**OG**—Operations Group  
**ON**—Original Negative  
**OPCON**—Operational Control  
**OPREP**—Operational Report  
**OPSEC**—Operations Security  
**ORF**—Official Representation Funds  
**OSA**—Open Skies Airfield  
**OSCC**—Open Skies Consultative Commission  
**OSCE**—Organization for Security and Cooperation in Europe  
**OSD**—Office of the Secretary of Defense  
**OSIWG**—Open Skies Implementation Working Group  
**OSMAPS**—Open Skies Management and Planning System

**OSMPF**—Open Skies Media Processing Facility  
**OSRA**—Open Skies Refueling Airfield  
**OSS**—Operations Support Squadron  
**OST**—Open Skies Treaty  
**PA**—Public Affairs  
**PACAF**—Pacific Air Forces  
**PACOM**—Pacific Command  
**PDM**—Programmed Depot Maintenance  
**PEM**—Program Element Monitor  
**PIC**—Pilot in Command  
**POC**—Point of Contact (for Open Skies Treaty Issues)  
**POE/POX**—Point of Entry / Point of Exit  
**POM**—Passive Over flight Module  
**PPBE**—Planning, Programming, Budgeting and Execution  
**QRC**—Quick Response Checklist  
**RAF**—Royal Air Force  
**RS**—Reconnaissance Squadron  
**SAAM**—Special Assignment Airlift Mission  
**SAR**—Synthetic Aperture Radar  
**SATCOM**—Satellite Communications  
**SATRAN**—Satellite Reconnaissance Advance Notification  
**SECAF**—Secretary of the Air Force  
**SECDEF**—Secretary of Defense  
**SITREP**—Situational Report  
**SMT**—Sensor Maintenance Technician  
**SOFA**—Status of Forces Agreement  
**SOP**—Standard Operating Procedure  
**TACON**—Tactical Control  
**TCO**—Treaty Compliance Officer  
**TEI**—Technical Equipment Inspector  
**TERPS**—Terminal Instrument Approach/Departure Procedures  
**TNS**—Telephone Notification System

**TRANSCOM**—Transportation Command

**TTW**—Tonnage Tow Weight

**UK**—United Kingdom

**US (U)**—United States

**USAF**—U.S. Air Force

**USAFE**—United States Air Forces in Europe

**USEUCOM**—United States European Command

**USG**—United States Government

**USPACOM**—United States Pacific Command

**USTRANSCOM**—United States Transportation Command

**VF**—Voice Format

**VIP**—Very Important Person

**VOLAR**—Voice Launch/Arrival Reports

**WG**—Wing

**WGO**—World Meteorological Organization

### *Terms*

**Active Mission**— the U.S. deploys overseas to conduct Open Skies mission operations.

**Active quota**— the number of observation flights that each State Party has the right to conduct as an observing Party.

**Alternate airfield**— an airfield specified in the flight plan to which an observation aircraft or transport aircraft may proceed when it becomes inadvisable to land at the airfield of intended landing.

**Augmented crew**— allows for a crew duty day of 24 hours.

**Basic crew**— allows for a 16-hour crew duty day.

**Danger area**— an airspace of defined dimensions within which activities dangerous to the flight of aircraft may exist at specified times.

**Demonstration flight**— a requested flight that allows inspectors to observe the functioning of sensors to be used during an observation flight and to collect sufficient data to confirm that sensor capabilities are consistent with the Treaty.

**Escort**— an individual from any State Party who accompanies the inspectors of another State Party.

**Flight crew**— individuals from any State Party who may include, if the State Party so decides, interpreters, and who perform duties associated with the operation or servicing of an observation aircraft or transport aircraft.



**Flight plan**— a document elaborated on the basis of the agreed mission plan in the format and with the content specified by the International Civil Aviation Organization (ICAO) that is presented to the air traffic control authorities and on the basis of which the observation flight will be conducted.

**Flight monitor**— an individual who, on behalf of the observed Party, is on board an observation aircraft provided by the observing Party during the observation flight and who performs duties in accordance with Annex G of the Treaty.

**Flight representative**— an individual who, on behalf of the observing Party, is on board an observation aircraft provided by the observed Party during an observation flight and who performs duties in accordance with Annex G of the Treaty.

**Gateway**— a forward staging base used before deploying into a POE.

**Ground resolution**— the minimum distance on the ground between two closely located objects distinguishable as separate objects.

**Group of States Parties**— two or more States Parties that have agreed to form a group for the purposes of the Open Skies Treaty.

**Hazardous airspace**— the prohibited areas, restricted areas, and danger areas defined on the basis of Annex 2 to the Convention on International Civil Aviation that are established in accordance with Annex 15 to the Convention on International Civil Aviation in the interests of flight safety, public safety, and environmental protection, and about which information is provided in accordance with ICAO provisions.

**Imaging track**— the ground track along a route of flight where sensors are planned to be operating. This track may be over or offset from the area of interest.

**Infra-red line-scanning device**— a sensor capable of receiving and visualizing thermal electromagnetic radiation emitted in the invisible infra-red part of the optical spectrum by objects due to their temperature and in the absence of artificial illumination.

**Inspector**— an individual from any State Party who conducts an inspection of sensors or observation aircraft of another State Party.

**Lease option**— when one State Party leases an observation aircraft from another State Party for the purpose of flying an Open Skies mission.

**Maximum flight distance**— the maximum distance over the territory of the observed Party from the point at which the observation flight may commence to the point at which that flight may terminate, as specified in the Treaty (Annex A). Each Open Skies mission is limited by the maximum flight distance associated with the first Open Skies airfield used.

**Media**— photographic film and/or magnetic tape used for recording information gathered by designated sensors during an Open Skies observation, certification, or demonstration flight.

**Media processing**— developing photographic film or data reduction of magnetic tapes recorded during Open Skies observation, certification, or demonstration flights and the production of a single duplicate.

**Mission plan**— a document, which is in a format established by the Open Skies Consultative Commission, presented by the observing Party that contains the route, profile, order of

execution, and support required to conduct the observation flight, which is to be agreed upon with the observed Party and which will form the basis for the elaboration of the flight plan.

**Mission report**— a document describing an observation flight completed after its termination by the observing Party and signed by both the observing and observed Parties, which is in a format established by the Open Skies Consultative Commission.

**Observation aircraft**— unarmed, fixed wing aircraft designated to make observation flights, registered by the relevant authorities of a State Party and equipped with agreed sensors. The term "unarmed" means that the observation aircraft used for the purposes of the Open Skies Treaty is not equipped to carry and employ weapons.

**Observation flight**— the flight of the observation aircraft conducted by an observing Party over the territory of an observed Party, as provided in the flight plan, from the point of entry or Open Skies airfield to the point of exit or Open Skies airfield.

**Observation period**— a specified period of time during an observation flight when a particular sensor installed on the observation aircraft is operating.

**Observed Party**— the State Party or group of States Parties over whose territory an observation flight is conducted or is intended to be conducted, from the time it has received notification thereof from an observing Party until completion of the procedures relating to that flight, or personnel acting on behalf of that State Party or group of States Parties.

**Observing Party**— the State Party or group of States Parties that intends to conduct or conducts an observation flight over the territory of another State Party or group of States Parties.

**Defense Threat Reduction Agency Team Chief**— senior DTRA representative. Responsible for overall mission coordination and serves as the senior US government representative during US Open Skies missions.

**Operational Control (OPCON)**— the authority to perform those functions of command over subordinate forces involving organizing and employing commands and forces, assigning tasks, designating objectives, and giving authoritative direction necessary to accomplish the mission. OPCON includes authoritative direction over all aspects of military operations and joint training necessary to accomplish missions assigned to the command.

**Open Skies airfield**— an airfield designated by the observed Party as a point where an observation flight may commence or terminate.

**Open Skies Consultative Commission**— a body established under the Open Skies Treaty and by the State Parties to consider questions relating to compliance, ambiguities, accession, and differences of interpretation. Additionally, the OSCC may propose amendments to the Treaty on Open Skies.

**Passive Mission**— an Open Skies observation flight conducted over the US.

**Passive quota**— the number of observation flights that each State Party is obliged to accept annually as an observed Party.

**Pilot in command**— the pilot on board the observation aircraft who is responsible for the operation of the observation aircraft, the execution of the flight plan, and the safety of the observation aircraft. Also referred to as the aircraft commander.

**Point of entry**— a point designated by the observed Party for the arrival of aircraft and personnel of the observing Party on the territory of the observed Party.

**Point of exit**— a point designated by the observed Party for the departure of aircraft and personnel of the observing Party from the territory of the observed Party.

**Prohibited area**— an airspace of defined dimensions, above the territory of a State Party, within which the flight of aircraft is prohibited.

**Refueling airfield**— an airfield designated by the observed Party used for refueling and servicing of observation aircraft and transport aircraft.

**Representative**— an individual who has been designated by the observing Party and who performs activities on behalf of the observing Party during an observation flight on an observation aircraft designated by a State Party other than the observing or observed State Party.

**Restricted area**— an airspace of defined dimensions, above the territory of a State Party, within which the flight of aircraft is restricted in accordance with specified conditions.

**Sensor**— equipment of a category specified in Article IV, paragraph 1, of the Treaty, that is installed on an observation aircraft for use during observation flights.

**Sensor operator**— an individual from any State Party who performs duties associated with the functioning, operation, and maintenance of the sensors of an observation aircraft.

**Taxi option**— when an observed Party provides the Open Skies observation aircraft for an observation flight over its own territory.

**Territory**— the land, including islands, and internal and territorial waters over which a State Party exercises sovereignty.

**Transit flight**— a flight of an observation aircraft or transport aircraft conducted by or on behalf of an observing Party over the territory of a third State Party enroute to or from the territory of the observed Party.