

Air Combat Training Rules of Engagement. Applies to intercepts, BFM, ACM, ACT, and dissimilar training (capitalized items are mandatory brief items). For advanced multi-aircraft training scenarios such as 26 TFTAS deployments and Cope Thunder Exercises, vertical separation and altitude transition requirements/procedures may be modified with the concurrence of all participants. Formal agreement to such modifications must be concluded at the wing/DO level. HQ PACAF/DO will be notified of such agreements prior to implementation.

a. THE DEFENDER MUST ASSUME AN AIRCRAFT CHASING HIM INTO THE SUN HAS LOST VISUAL CONTACT AND HE IS RESPONSIBLE FOR MAINTAINING SEPARATION.

b. IF VISUAL CONTACT IS LOST DURING SETUPS FOR ENGAGEMENTS, THE FLIGHT LEAD WILL INSURE THAT ALTITUDE SEPARATION IS PROVIDED UNTIL TALLY-HO.

c. WHEN WITHIN 10NM OF ADVERSARY AIRCRAFT DURING THE INTERCEPT PORTION OF THE ENGAGEMENT, REMAIN WITHIN ASSIGNED ALTITUDE BLOCK(S) UNTIL TALLY-HO WITH ALL AIRCRAFT IN THE ANTICIPATED COMBAT ARENA.

(1) Altitude block(s) providing minimum vertical separation between opposing aircraft/flights will be assigned during the intercept portion of each engagement. The blocks may be a hard altitude, a single altitude block, i.e. FL 160-200, or multiple altitude blocks.

(2) As a general rule, any participant within 3NM (horizontal/vertical) should be considered within the "anticipated combat arena." On board avionics and/or GCI will be used to satisfy the 3 NM criteria.

(3) An attacking element may enter the opposing aircraft's block airspace with only one aircraft having a Tally-Ho. In this case the aircraft with the Tally-Ho is responsible for insuring safe separation between the wingman and the opposing aircraft until the wingman obtains a Tally-Ho.

d. AFTER TALLY-HO, ATTACKING AIRCRAFT ON A CONVERGING VECTOR WILL NOT MANEUVER TO LOSE SIGHT OF THE OPPOSING AIRCRAFT. Aircraft not on a converging vector may extend or separate beyond visual range for tactical reasons. After extending or separating beyond visual range, aircraft who have lost sight must avoid the immediate combat arena until compliance with all ROE.

e. IF ANOTHER AIRCRAFT IS MET "HEAD ON," CLEAR TO THE RIGHT. THE AIRCRAFT WITH THE HIGHER NOSE POSITION SHOULD ATTEMPT TO GO ABOVE THE OTHER.

f. FRONT QUARTER GUN ATTACKS ARE NOT AUTHORIZED. This is defined as an aspect angle of greater than 135° or where the aircraft "G" loading must be reduced to maintain the tracking index on the target.

g. ATTACK THE TRAILING AIRCRAFT. Rear hemisphere attacks will be initiated against the trailing aircraft. Attacks against a formation may be initiated against any element/aircraft if safe separation is assured.

h. INTERCEPTS/ATTACKS/ENGAGEMENTS WILL BE TERMINATED WHEN ANY OF THE FOLLOWING OCCURS:

(1) ANY PARTICIPANT CALLS "KNOCK IT OFF."

- (2) SITUATION AWARENESS IS LOST.
- (3) DANGEROUS SITUATION.
- (4) MINIMUM/MAXIMUM PARAMETERS VIOLATED.
 - (a) Altitude, airspeed, "G."
 - (b) Separation distance.
 - (c) Weather.
- (5) RADIO FAILURE. If communications deteriorate to a point that all aircraft cannot receive pertinent transmissions.
- (6) BINGO FUEL.
- (7) STRANGER IN THE WORKING AREA THAT IS DETRIMENTAL TO THE SAFE CONDUCT OF THE MISSION.
- (8) VISUAL CONTACT IS LOST BY THE ATTACKING AIRCRAFT WITHIN ONE NAUTICAL MILE AND CONVERGING VECTORS EXIST OR SAFE SEPARATION CANNOT BE ASSURED.
- (9) IMMINENT DEPARTURE FROM DESIGNATED TRAINING AREAS.