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OF THE AIR FORCE**

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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 AFD 16-6, *Arms Control Agreements*, 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, including Air National Guard (ANG) and Air Force Reserve Command (AFRC) Units. The authorities to waive wing/unit-level requirements in this publication are identified with a Tier (“T-0, T-1, T-2, T-3”) number following the compliance statement. See AFI 33-360, *Publications and Forms Management*, Table 1.1, for a description of the authorities associated with the Tier numbers. Submit requests for waivers through the chain of command to the appropriate Tier waiver approval authority, or alternately, to the Publication OPR for non-tiered compliance items. This AFI may be supplemented at any level, but route all supplements to AF/A10S 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 Forms 847 from the field through appropriate Major Command (MAJCOM) functional chain. 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

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SUMMARY OF CHANGES

This publication has been revised. This revision updates office titles and symbols to reflect the October 2014 Headquarters Air Force reorganization. References to the Deputy Chief of Staff, Operations, Plans and Requirements (AF/A3/5) have been changed to the Deputy Chief of Staff, Strategic Deterrence and Nuclear Integration (AF/A10). Similarly, references to the Strategic Plans and Policy Division (AF/A5XP) have been changed to the Strategic Stability and CWMD Policy Division (AF/A10S). The revision also implements SAF/AA guidance resulting from a Compliance Statement Review.

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Chapter 1

CLASSIFICATION, CONTROL AND CHANGES

1.1. Adherence. Strict adherence to Open Skies Treaty (OST) requirements and maximization of standard operating procedures for Open Skies activities and missions is paramount.

1.2. Manpower and Reserve Affairs. The Assistant Secretary of the Air Force for Manpower and Reserve Affairs provides guidance, direction, and oversight for the United States Air Force (USAF) in support of the USAF OST program.

1.3. Review Guidance. AF/A10S reviews this document on a biennial basis and updates as necessary.

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, including 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 overflight during OST observation missions in accordance with the OST. Presidential Policy Directive (PPD) 15, *Implementation of the Treaty on Open Skies*, governs USG implementation of and compliance with the OST. PPD 15 is a classified document and may be obtained from AF/A10S.

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 the 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 is 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 7110.65W, *Air Traffic Control*, paragraph 9-2-22. 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 (see paragraph 2.4). 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 January 2016:

Figure 2.1. States party to the OST as of 1 January 2016.

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 accept annually as an Observed Party.

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

Figure 2.2. Distribution of Passive observation quotas is listed below.

BENELUX ¹	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
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 ²	42
Bosnia-Herzegovina	4
Croatia	4
Finland	5
Georgia	4
Sweden	7
Ukraine	12

¹ BENELUX: Belgium, Netherlands & Luxembourg Group of States Parties

² Belarus & Russian Federation Group of States Parties

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 counts 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 (with ICAO designators) support the OST:

- 2.5.1.1.1. Points of Entry / Points of Exit (POE/POX):
 - 2.5.1.1.2. **(KIAD)** Dulles IAP, Washington, DC
 - 2.5.1.1.3. **(KSUU)** Travis AFB, CA
- 2.5.1.2. Open Skies Airfields (OSA)³:
 - 2.5.1.2.1. **(KFFO)** Wright-Patterson AFB, OH
 - 2.5.1.2.2. **(KSUU)** Travis AFB, CA
 - 2.5.1.2.3. **(KIAB)** McConnell AFB, KS
 - 2.5.1.2.4. **(PAED)** Elmendorf AFB, AK (JBER)⁴
- 2.5.1.3. Open Skies Refueling Airfields (OSRA):
 - 2.5.1.3.1. **(KWRB)** Robins AFB, GA
 - 2.5.1.3.2. **(KRCA)** Ellsworth AFB, SD
 - 2.5.1.3.3. **(PHIK)** Hickam AFB, HI (JBPHH)⁵
- 2.5.1.4. Gateways:
 - 2.5.1.4.1. **(EGUN)** RAF Mildenhall, UK
 - 2.5.1.4.2. **(PAED)** Elmendorf AFB, AK (JBER)
 - 2.5.1.4.3. **(RJTY)** Yokota AB, JA (if needed)
- 2.5.1.5. Transit Airfields:
 - 2.5.1.5.1. **(KBGR)** Bangor IAP, ME
 - 2.5.1.5.2. **(PAED)** Elmendorf AFB, AK (JBER) / **(PANC)** Anchorage IAP, AK

2.6. Open Skies Airfields and Maximum Flight Distances

2.6.1. The Maximum Flight Distances (MFD) associated with the U.S. OSAs are:

³ Open Skies Airfields (OSA) may also function as Open Skies Refueling Airfields (OSRA).

⁴ Joint Base Elmendorf-Richardson, AK (JBER) is reflected as Elmendorf AFB, AK in official Aeronautical Information Publications.

⁵ Joint Base Pearl Harbor-Hickam, HI (JBPHH) is reflected as Hickam AFB, HI in official Aeronautical Information Publications.

Figure 2.3. Maximum Flight Distances associated with the US OSAs.

OSA	MFD
(KFFO) Wright-Patterson AFB, OH	4,900 KM
(KSUU) Travis AFB, CA	4,800 KM
(KIAB) McConnell AFB, KS	4,250 KM
(PAED) Elmendorf AFB, AK (JBER)	3,750 KM

2.7. Open Skies Aircraft

2.7.1.1. OST observation aircraft are listed below.

2.7.1.2. C-130(Variant) – POD⁶ Group: Canada, France, Italy

2.7.1.3. CN-235 CASA: Turkey

2.7.1.4. OC-135B: USA

2.7.1.5. An-26: Hungary

2.7.1.6. An-30B: Bulgaria, Romania, Belarus/Russian Federation⁷, Ukraine

2.7.1.7. Saab 340/OS-100: Sweden

2.7.1.8. Tu-154M/LK1⁸: Russian Federation

2.7.2. Potential new observation aircraft:

2.7.2.1. Tu-214-ON: Russian Federation

⁶ POD refers to a sensor pod that attaches to the wing of a C-130 aircraft

⁷ Belarus & Russia are a Group of States Parties; Belarus does not have its own aircraft

⁸ Obtained from the Cosmonaut Training Program

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 observing Party aircraft and crews, transportation, linguists, and training. DoD personnel perform duties as senior United States Government representatives during active Open Skies Treaty missions over Treaty partner countries and during passive Open Skies missions over sovereign U.S. territory.

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 OUSD(AT&L)/A/SSI/SS&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*, and SOP 07-01: *Charter: Open Skies Implementation Working Group (OSIWG)* are the guiding documents for OSIWG activities. Copies of these documents may be obtained from AF/A10S.

3.1.5. The DoD Open Skies High Value Activities Group (HVAG) convenes under the Chairmanship of the OUSD(AT&L)/A/SSI/SS&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*.) Copies of this document may be obtained from AF/A10S.

3.1.6. SOP 08-01: *Open Skies Concept of Operations (CONOPS)*, provides additional details on the DoD organization for implementation of, and compliance with, the Treaty on Open Skies. Copies of this document may be obtained from AF/A10S.

3.1.7. SOP 05-01: *Open Skies Passive Mission Notification Procedures*, provides procedures for notifying activities during a passive observation mission over the U.S. Copies of this document may be obtained from AF/A10S.

3.1.8. SOP 05-03: *Open Skies Training Coordination Process and notification procedures for training flights over the United States*, provides procedures for the coordination of training activities over the U.S. and the requirements for notification of those activities. Copies of this document may be obtained from AF/A10S.

3.1.9. Waiver Authority. When complying with official policy, guidance, and/or procedures, the unit may request a waiver. The fundamental aim of a waiver is to enhance mission

effectiveness at all levels, while preserving resources and safeguarding health and welfare. When a commander approves a waiver, the commander is communicating to subordinates and superiors that the commander accepts the risk created by non-compliance. Each requirement mandated for compliance at the Wing level found within this Instruction is tiered, signifying the appropriate waiver authority to the requirement (e.g., T-0, T-1, T-2, or T-3). See AFI 33-360, paragraph 1.9, for waiver process and a detailed description of the standardized waiver authority levels.

3.2. Command Relationships

3.2.1. At the highest level, the National Authority for the OST is the President, with the National Security Staff (NSS) via the Arms Control Interagency Policy Committee (IPC) responsible for compliance as per PPD 15.

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

3.2.3. The DoD is responsible for implementing the OST.

3.2.4. The Undersecretary of Defense for Acquisition, Technology & Logistics (USD(AT&L)) has DoD oversight responsibilities. The OUSD(AT&L)/A/SSI/SS&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 Execute Orders (EXORDS), Deployment Orders (DEPORDS) and/or Implementation Orders (IMPORDS), as necessary to support OST observation missions and overseas Joint Training Flights (JTF).

3.2.7. The Secretary of the Air Force (SECAF) ensures Air Force compliance with arms control agreements and establishes and executes plans and detailed procedures for the implementation of and compliance with the OST. USEUCOM is the supported Combatant Commander for U.S. Open Skies aircraft operations outside the USNORTHCOM area of responsibility (AOR) and OCONUS; USNORTHCOM is the supported commander for Open Skies aircraft operations (e.g., JTFs) conducted in Canada (i.e., OCONUS within the USNORTHCOM AOR). Commander, USEUCOM, will exercise Operational Control (OPCON) of the U.S. Open Skies aircraft and will monitor U.S. Open Skies aircraft missions in the USEUCOM AOR, or delegate these responsibilities to Commander, United States Air Forces Europe (USAFE)/3AF.⁹

3.2.8. The USAF is the supporting Service in accordance with USD(AT&L) Memo, *Implementation of, and Compliance with, the Open Skies Treaty*.

3.2.8.1. The Air Force Deputy Chief of Staff, Strategic Deterrence & Nuclear Integration (AF/A10), is the Air Force Central Authority for compliance with arms control agreements, including the OST. (AFPD 16-6)

⁹ The USEUCOM AOR includes the entire territory of the Russian Federation.

3.2.8.2. The Strategic Stability and CWMD Policy Division (AF/A10S) manages all aspects of the Air Force arms control process, including management of the OST (IAW AFPD 16-6, *Operations Support: Arms Control Agreements*; AFI 16-601 *Implementation of, and Compliance with, Arms Control and Nonproliferation Agreements*; and AFI 16-603, *Education and Training Requirements for Implementation of, and Compliance with Arms Control Agreements*).

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.

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*.

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 (i.e., OCONUS) JTFs. 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 (i.e., CONUS) JTFs. 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) and 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*. The 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 OSMPF and provide first generation media duplicates, as necessary.
 - 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 and for media product evaluations, and to international sensor-related fora, such as the Informal Working Group on Sensors (IWGS) at the OSCC and aircraft/sensor Certification events.
 - 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 aircraft servicing, aircraft security, and maintenance support for OST missions, per requirements.
 - 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.
- 3.4.1.7. Authorize and fund a technical government civilian position to function as Chairman of the U.S. Sensor Subworking Group (SSWG) and Chairman of the international Informal Working Group on Sensors (IWGS) under the OSCC.

3.5. The Air Force Deputy Chief of Staff for Strategic Deterrence & Nuclear Integration will:

- 3.5.1. Oversee all 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.
- 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 installations 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, sensors, and media processing facility and equipment, 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. (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 Program Office, the OC-135 Tinker AFB, OK Program Management, the National Geospatial Intelligence Agency (NGA), all Open Skies airfields, and Headquarters Air Force.

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

3.5.10.1. Authorize and fund, as necessary, a technical government civilian position under the Arms Control Program Element (PE35145F) to function as Chairman of the U.S. Sensor Subworking Group (SSWG) and Chairman of the international Informal Working Group on Sensors (IWGS) under the OSCC.

3.5.10.2. Provide funding to manage depot level aircraft maintenance, modifications, and sustainment support for the Open Skies aircraft.

3.6. HQ Air Combat Command (ACC) Commander will:

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

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

3.6.1.2. Provide fully mission-capable aircraft, aircrews, and aircraft and sensor maintenance teams to support OST mission requirements per higher headquarters direction.

- 3.6.1.2.1. Equip all USAF Open Skies observation aircraft with OST-compliant equipment per OSIWG direction. These requirements are developed in coordination with AF/A10S.
- 3.6.1.2.2. Determine the crew composition necessary to accomplish OST and training missions.
- 3.6.1.2.3. Ensure Open Skies billets are filled and personnel are qualified to support the OST mission.
- 3.6.1.2.4. Identify crew shortfalls which could adversely impact OST mission accomplishment.
 - 3.6.1.2.4.1. Advise AF/A10S 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/A10S of requests from other programs to utilize Open Skies crews to augment other flying assets.
- 3.6.1.5. Support air shows with OST mission aircraft, when appropriate.
 - 3.6.1.5.1. Coordinate invitations or intentions for the OST mission aircraft to participate in air shows with AF/A10S and deconflict with the operational schedule.
 - 3.6.1.5.2. OSIWG and the USG Interagency Backstopping group will provide coordination on participation in foreign air shows.
 - 3.6.1.5.3. AF/A10S coordinates participation in domestic air shows. OSIWG is the approving authority for OST aircraft air show participation. DTRA mission teams will be included in air show participation.
 - 3.6.1.5.4. AF/A10S coordinates participation in domestic air shows where the aircraft is assigned as a generic -135 aircraft. As long as the event does not impact or conflict with an operational commitment, AF/A10S advises the OSIWG of the aircraft's participation and offers an invitation for DTRA to provide a mission team, if available.
- 3.6.2. Operate and, in coordination with AFMC, maintain the U.S. 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. Ensure the Open Skies aircraft operating parameters, limitations, restrictions, and guidelines are understood and adhered-to.
 - 3.6.2.2. Deploy the U.S. Open Skies aircraft and crews as tasked by appropriate CJCS EXORDS, DEPORDS, and IMPORDS in coordination with DTRA.
 - 3.6.2.2.1. Ensure U.S. 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, recording media, bottled water, etc.) to support planned mission sorties.

- 3.6.2.2.2. Maintain mission support and fly-away kits onboard the U.S. 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, *Modification Proposal*, request for modifications to the assigned System Program Manager (SPM) 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 SPM will process all modification (Permanent, Temporary, and Safety) proposals for validation and approval per AFI 63-131, *Modification Program Management*. (T-1).
- 3.6.2.3.2. Planning, programming, and budgeting for upgrades/modifications is the responsibility of the Lead Command IAW AFPD 10-9, *Lead Command Designation and Responsibilities for Weapons Systems*, paragraph 1.1.
- 3.6.2.4. Ensure U.S. 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 available means.
- 3.6.3.2.2.1. Deployment SITREPS begin upon departure from, and continue 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:
- 3.6.3.2.2.1.1. USAFE/3AF Command Center (DSN 314-480-8200) (Commercial 49-6371-47-8200) via the 95RS; and/or,
- 3.6.3.2.2.1.2. DTRA Operations Center (DSN (312) 427-2003) (Commercial 703-767-2003) or via e-mail (dtra.belvoir.J3-7.mbx.joint-operations-center@mail.mil).
- 3.6.3.2.2.2. The 95RS should ensure all Open Skies aircraft SITREPS include HQ AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil),

ACC/A3CR, 55WG, 55OG, 45RS, gateway installation TCOs (for USAFE: "48 FW/CCT" and 100 "ARW/CCT" organizational Email boxes), and the DTRA Operations Center (dtra.belvoir.J3-7.mbx.joint-operations-center@mail.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, gateway installation TCOs (for USAFE: "48 FW/CCT" and 100 "ARW/CCT" organizational Email boxes), and any necessary supporting agencies. Inform AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil), HQ ACC/A4CA (A8CA)-C135 Branch, and HQ ACC/A3CR of intended actions, estimated time of repairs, and/or impact to the mission.

3.6.3.2.4. For operations of the U.S. 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 continue 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, telephoned directly to the DTRA Operations Center (DSN (312) 427-2003) (Commercial 703-767-2003) or via e-mail (dtra.belvoir.J3-7.mbx.joint-operations-center@mail.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 (AOMs). **NOTE:** During AOMs 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 U.S. Open Skies aircraft and crews when in the U.S., per EXORD requirements or other appropriate implementing orders.

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/A10S. 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 necessary.

3.6.7.1. Establish a Treaty Compliance Office (TCO) at those ACC airfields designated to directly support OST activities. IAW sub-paragraph 3.5.10 above, AF/A10S will ensure adequate and appropriate manpower authorizations are assigned and filled to support base Treaty Compliance Offices.

3.6.7.2. Provide mission support, including aircraft fueling, service support, and bed down of U.S. and foreign OST observation aircraft and personnel for all Open Skies missions per requirements.

3.6.7.3. Provide weather support to OST flight crews.

3.6.8. Coordinate and monitor all U.S. 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. Provide positive and negative HVA reports to AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF. (See paragraph 6.3.)

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

3.6.11. 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. Submit air refueling requirements into the Air Refueling Management System (ARMS) and ensure validation by USTRANSCOM J3. Priority for Open Skies aircraft deployments and redeployments is 1B1 in accordance with AFI 11-221, *Flying Operations: Air Refueling Management (KC-10 and KC-135)*.

3.7. HQ Air Force Materiel Command (AFMC) Commander will:

3.7.1. In coordination with ACC, maintain the U.S. Open Skies aircraft.

3.7.2. Provide airfield, aircrew, aircraft servicing, and maintenance support for Open Skies missions.

3.7.2.1. Establish a Treaty Compliance Office at those AFMC airfields designated to directly support OST activities. IAW sub-paragraph 3.5.10 above, AF/A10S ensures adequate and appropriate manpower authorizations are assigned and filled to support base Treaty Compliance Offices.

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

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. Provide positive and negative HVA reports to AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF. (See paragraph 6.3.)

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

3.8. HQ Air Mobility Command (AMC) Commander will:

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

3.8.1.1. Establish a Treaty Compliance Office at those AMC airfields designated to directly support OST activities. IAW sub-paragraph 3.5.10 above, AF/A10S ensures adequate and appropriate manpower authorizations are assigned and filled to support base Treaty Compliance Offices.

3.8.1.2. Provide mission 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.

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. Provide positive and negative HVA reports to AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF. (See paragraph 6.3.)

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

3.9. HQ Pacific Air Forces (PACAF) Commander will:

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

3.9.1.1. Establish a Treaty Compliance Office at those PACAF airfields designated to directly support OST activities. IAW sub-paragraph 3.5.10 above, AF/A10S ensures adequate and appropriate manpower authorizations are assigned and filled to support base Treaty Compliance Offices.

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

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

3.9.2. Coordinate and monitor all U.S. 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 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.

3.9.4. Provide notification of Open Skies activities to subordinate and tenant Units. Provide positive and negative HVA reports to AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF. (See paragraph 6.3.)

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

3.9.6. Facilitate airfield reviews and Terminal Instrument Approach/Departure Procedures (TERPS) for the deploying Open Skies observation aircraft in accordance with AFI 11-230.

3.10. HQ U. S. Air Forces in Europe (USAFE) Commander will:

3.10.1. Assume OPCON and TACON responsibilities per USEUCOM direction when the OC-135B is deployed for operations in the USEUCOM AOR.

3.10.1.1. Receive reports from the deployed aircraft commander or DTRA Team Chief 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 to 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 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.

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

3.10.1.6. Coordinate and monitor all U.S. Open Skies aircraft movements into and within 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 USAFE 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 in accordance with AFI 11-230.

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

3.10.3.1. Establish a Treaty Compliance Office with TCOs at European Gateway airfields 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. Aircraft Commander and/or Team Chief will provide briefing content and any other requirements. (T-3).

3.10.3.3.1. The 21 OWS from Kapaun AS in the Kaiserlauten Military Community (KMC), Germany will provide appropriate weather support and services to the deploying U.S. OST flight crews at both the European Gateways and the Alaska Gateways for U.S. observation missions in Russia. (T-2)

3.10.3.3.2. The 21 OWS will provide a representative who can respond to questions regarding the weather package, to include weather information for the entire flight route from the Gateway to the POE. (T-3)

3.10.4. Provide notification of Open Skies activities over host nation territory 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), 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) Commanders will:

3.11.1. Provide notification of Open Skies activities to subordinate and tenant Units. Provide positive and negative HVA reports to AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil). within 48 hours of USG receipt of a notification of intent to conduct any Passive Observation Mission or passive JTF. (See paragraph 6.3.)

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

3.12. National Air and Space Intelligence Center (NASIC) Commander will:

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

3.12.2. Administer a technical government civilian position, funded under the Arms Control Program Element 35145F to function as Chairman of the U.S. Sensor Subworking Group (SSWG) and Chairman of the international Informal Working Group on Sensors (IWGS) under the OSCC.

3.12.3. Coordinate with and assist, as requested, the DTRA Technical Equipment Inspection (TEI) process to inspect foreign observation aircraft at U.S. OST airfields.

3.13. Open Skies Media Processing Facility (OSMPF) Flight Chief will:

3.13.1. Provide trained media specialists. (T-1)

3.13.1.1. Do not qualify media specialists for technical inspection of foreign media processing facilities and media product evaluation until they have performed in at least two foreign media processing activities as a trainee under a certified media specialist. (T-3)

- 3.13.2. Perform initial processing/development of recorded media from OST missions at the OSMPF, as required. Provide first generation media duplicates, as required.
- 3.13.3. Support observation missions as appropriate. (T-3)
- 3.13.4. Inspect observing Party aircraft and sensors, if requested, in coordination with DTRA. (T-0)
- 3.13.5. Develop and conduct training of sensor maintenance technicians (SMTs), media processing personnel, and aircraft/sensor inspectors. (T-2)
- 3.13.6. Ensure the OSMPF is adequately manned and equipped to support U.S. Government OST obligations. (T-1)
 - 3.13.6.1. Advise AF/A10S of any mission-impacting manpower shortfalls, initiated actions to resolve those shortfalls, and estimated resolution timelines. (T-1)
- 3.13.7. Provide technical personnel for inspection of foreign media processing facilities and media product evaluation. (T-2)
- 3.13.8. Provide technical representation to any multinational and international teams. (T-3)
- 3.13.9. Acquire required equipment. (T-1)
- 3.13.10. Store and provide required recording media. Ensure that security procedures are in place to prevent distribution of data to unauthorized third parties. (T-1)
- 3.13.11. Facilitate processing of recorded media from Demonstration Flights conducted at the West Coast POE, if necessary. (T-2)
- 3.13.12. Manage, update, and distribute the U.S. Open Skies Certification Technical Document (CTD) in accordance with Article IV, paragraph 10 of the Open Skies Treaty. (T-0). The CTD details all technical information relating to the U.S. observation aircraft, sensors, and data collection databases. With any significant change or update to this information, distribute new CTDs to all OST States Parties in a timely manner. (T-0)
- 3.13.13. Establish a mission equipment performance, image quality, and evaluation procedure. (T-2)
 - 3.13.13.1. For the OC-135B platform: coordinate with the SMTs, the Systems Program Office, and the DTRA Open Skies Division Technical Operations branch on the performance analysis and mission quality of mission equipment identifying needed repairs, calibration, and upgrades. (T-0)
 - 3.13.13.2. For foreign platforms: perform sensor metric evaluation, image quality, and trend analysis on mission equipment. (T-2). Provide trend analysis reports. (T-2). Identify real or potential violations of the Treaty to the SSWG. (T-0)

3.14. U. S. European Command (USEUCOM) in accordance with SECDEF Execute orders will:

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

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

3.14.3. If required, 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 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.

3.15. U. S. Transportation Command (USTRANSCOM) in accordance with SECDEF Execute orders will:

3.15.1. Facilitate transits of the U.S. Open Skies aircraft for deployments, per requirements.

3.15.2. 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.

3.15.3. 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. Pacific Command (USPACOM) in accordance with SECDEF Execute orders will:

3.16.1. Facilitate transits of the U.S. Open Skies aircraft for deployments, per requirements.

3.16.2. 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.

3.16.3. If required, 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 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. Northern Command (USNORTHCOM) in accordance with SECDEF Execute orders will:

3.17.1. Facilitate operations of the U.S. Open Skies aircraft when deployed OCONUS within the USNORTHCOM AOR.

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

3.17.3. If required, coordinate with USTRANSCOM J3 for air refueling support to 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. Special Operations Command (USSOCOM) will:

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

3.18.2. Coordinate with USEUCOM for Open Skies activities in their AOR.

Chapter 4

TREATY COMPLIANCE OFFICE RESPONSIBILITIES

4.1. Major Command (MAJCOM) Treaty Officer Responsibilities

4.1.1. MAJCOM arms control duties and responsibilities are derived from AF Policy Directive 16-6, AFI 16-601, and AFI 16-603.

4.1.2. Each MAJCOM ensures its subordinate installations fulfill their arms control implementation and compliance requirements. Specifically, AFIs 16-601 and 16-603 mandate that MAJCOMs will:

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 installations, 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. Develop and coordinate compliance guidance for 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 provide a consolidated MAJCOM response when requested.

4.1.4.3. Implement Arms Control Guidance. MAJCOM Treaty Officers are responsible for ensuring subordinate installations 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. MAJCOM Treaty Officers will develop MAJCOM-level Open Skies Treaty Compliance Plans to ensure standardized compliance procedures throughout their MAJCOM. MAJCOM Treaty Officers will ensure the MAJCOM Open Skies Compliance Plans comply with and complement guidance issued by higher headquarters, the DoD, and the USG. In addition, ensure the MAJCOM Open Skies Compliance Plans define procedures for adherence to the OST and articulate overall MAJCOM guidance in order to ensure compliance with the OST. (Note: The requirement to develop a MAJCOM OST Compliance Plan is only applicable to those MAJCOMs having within

their infrastructure, installations designated to support OST activities (i.e., AFMC, ACC, AMC, PACAF and USAFE).

4.1.5.2. MAJCOM Treaty Officers will ensure MAJCOM Open Skies Compliance Plans address all subordinate installations that are affected by OST operations and observation activities.

4.1.5.3. MAJCOM Treaty Officers will ensure MAJCOM Open Skies Compliance Plans define applicable rules/directives and task affected installations to support treaty requirements. In addition, MAJCOM Treaty Officers are responsible for maintaining and reviewing subordinate installation 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 are responsible for coordinating requirements and monitoring 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 installation personnel.

4.1.6.4. MAJCOM Treaty Officers' primary role, if present during an OST mission when the installation 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 role, they may help the base meet OST requirements by interfacing through the installation TCO.

4.1.6.4.2. By directing all MAJCOM Treaty Officer inputs to the installation 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 installation TCO will be the mission interface with the DTRA Escort Team Chief. (T-1). Installation TCO responsibilities are detailed in Paragraph 4.2. (T-2)

4.1.6.4.4. MAJCOM Treaty Officers shall not interfere with the DTRA Escort Team's role in the treaty compliance process nor interact with the foreign team representatives unless they are specifically filling in for the installation TCO or 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. This includes during crew rest and cultural activities, unless the MAJCOM Treaty Officer is acting in the capacity of the installation TCO or asked to do so by the DTRA Escort Team Chief.

- 4.1.6.5.1. MAJCOM Treaty Officers are responsible for understanding current 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/A10S for clarification. The MAJCOM Treaty Officer advises the installation TCO with responses to communicate to the DTRA Escort Team.
- 4.1.6.6. Ensure 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, is in accordance with USG, DoD, and/or Air Force guidance, and is the responsibility of the DTRA Escort Team, supported by the installation 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/A10S, of any alleged prohibited activity reported by their installation 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 obtained from AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) or DSN (312) 224-0676).
- 4.1.7.2.1. Each MAJCOM and subordinate units must have a 24-hour point of contact, typically the Command Post or Operations Center, for OST notifications. (T-2). It is vital 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 Installation, MAJCOM, and AF/A10S
- 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 installations and AF/A10S and combatant commands. They are a key player in sharing information across the Open Skies community. In particular, MAJCOM Treaty Officers keep AF/A10S 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 installation 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, or by participating in JTFs and/or U.S.-only Blue-on-Blue training activities.

4.1.9.2. Arms Control Courses. DTRA offers annual OST courses in the Washington, DC, area. MAJCOM Treaty Officers and installation TCOs are highly encouraged to participate. Course dates 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 personnel. These flights also exercise the notification process while validating operational procedures and airfield OST compliance plans. Finally, they validate logistics support capabilities, security procedures, and hosting responsibilities, and provide opportunities for TCOs and base facilities to operationally train in a near “real-world” environment. TCOs should strive to make these exercises as realistic as possible by taking time, manpower, cost, and mission team requests/desires into consideration. During these training activities artificial scenarios are introduced and after-hours support may be necessary. Exercise logistic support, to include fleet service for the expected aircraft type, regardless of type of aircraft used for simulation or the necessity of service requirements.

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, installation TCOs, and appropriate financial management (FM) 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 typically act as command Program Element Managers (PEM) for PE 35145F. If they are not the PEM, they work closely with the individual filling that role.

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

4.1.10.2.2. AF/A10S validates the MAJCOM Execution Plan by rationalizing the OST requirements within the Air Force arms control budget.

4.1.10.2.3. The installation Treaty Officers provide their requirements to the MAJCOM Treaty Officers, which consolidate these requirements and submit them to

AF/A10S. MAJCOM Treaty Officers should ensure that all subordinate installation requirements are identified and defended, when necessary.

4.1.10.2.3.1. MAJCOM Treaty Officers will ensure that all requirements comply with fiscal requirements in the DoD FMR Vol. 5, AFI 65-601 Volume I, *Budget Guidance and Procedures*, and AFI 65-603, *Official Representation Funds*.

4.1.10.2.4. MAJCOM and subordinate installation 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/A10S. These billets are not under the control of MAJCOM planners. Moving or reclassifying a billet requires coordination and concurrence from AF/A10S. 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. Installation Treaty Compliance Officer (TCO) Responsibilities

4.2.1. Duties, Roles, and Responsibilities

4.2.1.1. Compliance Plans. Each installation designated as an Open Skies airfield will have an OST compliance plan applicable to that airfield. (T-1) Those airfields not designated to host OST operations must have provisions to ensure appropriate support for OST aircraft that may divert to their airfield (for weather, emergency, or other special circumstance). (T-2)

4.2.1.1.1. Because of the requirement in AFI 16-603 for installation TCOs to maintain installation 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 must have a plan ready to execute if it becomes necessary. (T-3)

4.2.1.1.2. Note: This requirement to develop an installation OST Compliance Plan is only applicable to those installations designated to support OST activities. A listing of installations designated to support OST activities is available by contacting AF/A10S.

4.2.1.1.3. The installation OST compliance plan will detail the logistics support to facilitate OST activities to ensure all OST timelines are met. (T-3). Installation TCOs will coordinate compliance plans with their parent MAJCOM. (T-2). Installations will provide completed plans to AF/A10S through normal distribution. (T-2)

4.2.1.1.4. The installation OST compliance plan will 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. (T-3)

4.2.1.1.5. Base activity checklists are important components of the compliance plan. The OST compliance plan identifies offices/organizations responsible for providing

logistics support to the visiting observation aircraft and mission teams. Installations must ensure the final plan includes a list showing all organizations tasked by the plan including other tenant organizations. (T-3)

4.2.1.1.6. Suggested components of a Compliance Plan:

4.2.1.1.6.1. Services. This includes lodging, dining, and mortuary services. Plan lodging and dining arrangements in advance. Consult with the DTRA Open Skies Division for lodging preferences and requirements.

4.2.1.1.6.2. Security. This section includes high and low threat security procedures for escorts, guards, inspector entry into controlled areas, operations security (OPSEC), and communications security (COMSEC). NOTE: Installations must ensure foreign inspectors do not see all of our normal security procedures. (T-2) Make every effort to safeguard our security procedures from foreign inspectors to the maximum extent practical.

4.2.1.1.6.2.1. 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.

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

4.2.1.1.6.2.3. Include OPSEC procedures such as limiting photography and access, and controlling travel routes. Installations must protect the flight line and other areas of sensitive operations. (Reference Air Force policy on the use of personal cameras in paragraph 7.12.) (T-2)

4.2.1.1.6.2.4. Installations must include COMSEC concerns (e.g., how inspectors are allowed to communicate with their Embassy/consulate) in preparations. Example: If using government phone lines, have local escorts establish the link prior to foreign inspectors' use. (T-2)

4.2.1.1.6.2.5. U.S. escorts must be vigilant in observing foreign team member use of personal communications devices (e.g., cell phones, smart phones, etc.) when they are on federal property and report unusual observations to the DTRA Team Chief. (T-2)

4.2.1.1.6.3. Medical. Include arrangements for emergency/non-elective medical treatment of mission team members. DTRA is responsible for the cost of all medical treatments and should be billed accordingly. (T-2)

4.2.1.1.6.4. Communications. Installations must ensure this section includes 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. (T-3)

4.2.1.1.6.5. Transportation. All personnel transportation requirements, arrival through 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 should 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 requiring Wing Commander approval for the type of activity or location, the TCO should facilitate that request. Installations must ensure procedures for facilitating movement of the foreign observation team through the security checkpoint/gate and onto the base are covered in the Compliance Plan. (T-2)

4.2.1.1.6.6. Funding. Considerations include specific billing and payment procedures. Ensure the DTRA Team Chief, or his/her designated liaison, knows what is necessary in advance. Coordinate with base activities for items DTRA requests to accomplish their responsibilities. 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 cannot pay. If DTRA is not able to fund a TCO request, O&M dollars can be pursued at the discretion of the local installation Commander as long as the requirement is authorized IAW financial regulations.

4.2.1.1.6.7. Public Affairs. Clearly-established ground rules on control of media movement and actions are necessary to prevent interference with inspections. Wing Public Affairs offices will comply with USG and DoD posture for OST flights. (T-0). The USG and DOD posture is "response to query (RTQ)." This means Open Skies Treaty personnel can respond to inquiries but not actively promote activities. There are no restrictions placed on articles for the base newspaper or website that reflect that an OST mission or activity is taking place or was recently completed. (T-3)

4.2.1.1.6.8. Personnel. Personnel include base escorts, facility managers, baggage details, technical equipment inspection teams, and inspection support staff. Support staffs are individuals working real-time contingencies while the treaty office is busy with inspectors. Support staff must have a representative from each key support and inspection organization. (T-3)

4.2.1.1.6.9. Training. Commanders are responsible for creating and maintaining a training program in concert with utilizing the installation TCO's expertise to prepare all base players in an OST activity to perform their duties. 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 (E-4 and below) 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 limited availability of personnel. Installations must 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. (T-3)

4.2.1.1.6.10. Safety/Security Briefing. Upon arrival at a host airfield the TCO

must present a safety/security briefing to the visiting mission teams. (T-2). These briefings are adapted to the local environment and provide a perspective of the base and facilities to be used by the mission teams. The briefing also covers the weather conditions the teams should expect, installation security policies, escort procedures and photography policy, and whom to contact if any visitor needs assistance. Develop these briefings in advance and coordinate with the DTRA Open Skies Division for translation into Russian. NOTE: Whatever safety/security rules the TCO levies on the foreign mission teams should 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, so vigilance by the U.S. and installation escorts is mandatory. However, we must continue to inform them of our rules and available safety equipment. (T-2)

4.2.1.1.6.11. Report any alleged prohibited activity, when the DTRA Escort Team and foreign team representatives are at a host airfield, to the DTRA Escort Team Chief immediately. The installation TCO shall provide support to the DTRA Escort Team Chief as requested to facilitate resolution of any prohibited activity. (T-0)

4.2.1.1.6.12. Protocol. Protocol activity includes arrangements for distinguished visitors (DV), arranging off-base meals, reception and departure functions, closing ceremonies, and memento exchanges. Per the Treaty, foreign OST mission team members are afforded diplomatic rights and privileges under the Vienna Convention on Diplomatic Relations.

4.2.1.1.6.13. 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 as necessary.

4.2.1.2. Reports. The TCO will submit reports consistent with the guidance in Chapter 6. (T-3)

4.2.1.3. Open Skies TCO positions are a scarce manning resource. Frequently, TCOs have a minimally-trained backup, if they have a backup. As such, installations with an Arms Control PE35145F-funded Open Skies TCO, will not assign duties not directly related to treaty activities if they interfere with TCO duties. (T-2)

4.2.2. Installation Expert. As the installation expert on the OST, TCOs should perform dynamic, comprehensive analysis of the impact of Open Skies activities on the installation, tenant Units, separately located facilities, and associated missions. This requires all TCOs have a general knowledge of the OST. In this role, TCOs answer questions regarding the OST as well as identify and explain the effect this Treaty may have on the installation's military and commercial activities.

4.2.2.1. Although the inspection process is associated with the observation aircraft and flight operations, 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, 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, pay particular attention to facilitating flight line activities, including photography and access requirements.

4.2.2.4. TCOs should 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 and create 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., notify AF/A10S so the USG can notify all other Open Skies States Parties of the non-availability of that airfield. TCOs will maintain a working relationship with installation organizations to ensure they are well aware of base projects that may impact Open Skies activities. (T-2)

4.2.2.7. Afford major installation/community events, that could impact Open Skies operations, the same attention. Air shows, marathons, exercises, inspections, weather events (e.g., hurricane staging support), etc., may limit ramp space, transportation, or billeting availability and can affect the ability to host Open Skies activities. Installation TCOs will notify AF/A10S as soon as possible once they identify major installation/community events that could impact Open Skies operations. (T-3)

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

4.2.3.1. Installation TCOs develop and maintain installation training programs. Information can be obtained from other bases, MAJCOMs, Air Force Office of Special Investigations (AFOSI), DTRA, and AF/A10S. TCOs will participate in and conduct training appropriate to their responsibility. (T-3)

4.2.4. Logistics Support

4.2.4.1. Aircraft Support. TCOs at airfields supporting Open Skies activities will facilitate aircraft servicing and maintenance as needed and/or as requested by the 55th Wing or the DTRA Escort Team Chief. (T-0). This includes, but is not limited to: refueling, gaseous oxygen, nitrogen, de-icing, ground equipment, power carts, air stairs, water, latrine servicing, 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. Installations will submit bills for fuel and other aircraft services for foreign observation aircraft to the DTRA Escort Team Chief or financial agent. (T-3)
 - 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. (T-0)
 - 4.2.4.1.4. U.S. personnel will not conduct maintenance on foreign-owned, operated, or registered aircraft without the express permission of the DTRA Escort Team Chief and the Aircraft Commander. (T-0)
- 4.2.4.2. In the event the designated OST airfield is unusable for any period of time, notify AF/A10S (through the MAJCOM) of that fact, and coordinate logistics support at the nearest commercial airport capable of supporting OST operations. In addition, installations will coordinate with DTRA, as appropriate, to facilitate OST operations at an alternate airport in the vicinity. (T-0)
- 4.2.4.2.1. If the alternate airport is reasonably close to, and accessible from, the designated OST airfield, the TCO should make every effort to support the OST activity with organic support and services. If the alternate airfield is outside that area or the installation is unable to support OST activities at the alternate airfield, the TCO will attempt to assist the DTRA Escort Team in facilitating airfield logistics support. (T-2)

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, and IMPORDS; and flown to fulfill national collection objectives generated by USG entities. The NGA is responsible for collection objectives. 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)/A/SSI/SS&TC. OCONUS JTF's are included in SECDEF/CJCS IMPORDS. U.S.-only training flights in the 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/A10S 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 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 SECDEF/CJCS IMPORDS.

5.1.1.2.1. SECDEF, through CJCS, tasks the Secretary of the Air Force (SECAF) to deploy the U.S. Open Skies aircraft to the EUCOM AOR to conduct Treaty-quota AOMs and OCONUS JTFs via quarterly IMPORDS. TRANSCOM and PACOM are tasked to support the deployments, as necessary.

5.1.1.2.2. Commander, ACC deploys the U.S. Open Skies aircraft via follow-on DEPORD. Note: Per AFI 10-401, Commander, ACC, is authorized to deploy assets to meet OST requirements.

5.1.1.2.3. ACC tasks the 55th 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 55th Wing tasks the 55th Operations Group, who in turn tasks the 45th 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)/A/SSI/SS&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 IMPORD/DEPORD 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/A10S.

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/A10S to affected Air Force MAJCOMs and other affected agencies/offices.

5.1.1.5. AF/A10S represents Air Force equities and interests at the OSIWG. The OSMPPF and MAJCOMs make inputs into the OSIWG process thru AF/A10S. ACC will make AF/A10S 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/A10S 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/J3-OSO, and 45RS will develop mission plans for all tasked missions a minimum of three (3) weeks prior to any tasked mission. (T-0). 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. (T-1).

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 should request operating waivers, with justification, from the appropriate authority. When aircraft is operating in the EUCOM AOR, the 45RS or the 95RS will request and obtain OG/CC operating waiver approval when required, through 100 OG/CC. (T-3).

5.2.2. Conduct mission planning for overseas Open Skies missions at DTRA headquarters at Fort Belvoir, VA.

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

5.2.3. Mission planners will build all mission planning and execution based on a 16-hour crew day. (T-2)

5.2.3.1. The flight crew may be augmented, but they will augment only for duty not involving flying (DNIF) coverage and cannot extend the crew duty day. (T-3).

5.2.4. Mission planners must plan to provide 12 hours of crew rest between the last official duty of the previous duty period and the first official duty of the subsequent flight duty period. (T-2)

5.2.5. DTRA/J3-OSO should 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 must provide names of their personnel involved in the activity to DTRA at the MPC or as soon as practical. (T-2)

5.2.6. Develop mission plans for other tasked missions on an ad hoc basis and submit as soon as practical.

5.2.7. Coordinate all passport and visa requirements for 55WG personnel directly with DTRA/J3-OSAX. DTRA/J3-OSAX will track and submit required forms for final processing. (T-3)

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 U.S. Open Skies aircraft.

5.3.3. The DTRA Mission Commander and the Aircraft Commander will coordinate mission execution. (T-2)

5.3.3.1. Aircrews will bring all issues related to the aircraft and aircraft safety to the Mission Commander's attention via the Aircraft Commander. (T-3)

5.3.3.2. The Aircraft Commander will be responsible for aircrew and aircraft operations, flight safety, and keeping the Mission Commander informed. (T-1)

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. (T-2)

5.3.3.4. The Production Supervisor will report to the Aircraft Commander for all administrative and operational matters. (T-3)

5.3.4. Pay all fees associated with a Treaty-quota AOM in accordance with OSCC Decision 01.

5.3.4.1. "Do not charge fees to either 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 will:

5.4.1.1. Be responsible for safe conduct of the flight mission. (T-1)

5.4.1.2. Coordinate 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. (T-2)

5.4.1.2.1. Make the final decision to delay a mission, when conditions are not safe to start/continue the mission. (T-1)

5.4.1.3. Ensure all observation team representatives are briefed on safety precautions prior to preflight inspection of the aircraft/sensors and prior to observation missions. (T-2)

5.4.1.4. Observe national flight rules and airspace restrictions of the observed State Party and of any transited states. (T-0)

5.4.1.4.1. If flight plan deviations are needed, 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. (T-2)

5.4.1.5. Provide the Mission Commander timely information on mission progress. (T-3)

5.4.1.6. 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. (T-0)

5.5. Aircrew Management

5.5.1. Flight Duty Period (FDP)

5.5.1.1. The FDP is defined by AFI 11-202 Volume 3 (Including ACC Supplements) and AFI 11-2RC-135 Volume 3.

5.5.1.2. Due to the unique nature and political sensitivity of Open Skies Treaty missions, the aircrews will begin the flight duty period for Active Missions at the transportation show time commencing that day's FDP. (T-2)

5.5.2. Crew Rest

5.5.2.1. Crew rest is defined by AFI 11-202 Volume 3 (Including ACC Supplements), *Flying Operations: General Flight Rules*, and AFI 11-2RC-135 Volume 3, *Flying Operations: RC/OC/WC/TC-135 Operations Procedures*.

5.5.2.2. Due to the unique nature and political sensitivity of Open Skies Treaty missions, OC-135B aircrews will not begin crew rest until the completion of the last official duty event, to include transportation from the event to aircrew lodging. (T-2)

5.6. Aircrew Training and Qualifications

5.6.1. The U.S. Open Skies mission involves operating specially-equipped U.S. Air Force 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 and diplomatically-sensitive environments with a degree of mission uncertainty. Aircrews and maintenance crews must be appropriately trained and certified for these challenging and highly visible missions. (T-1)

5.6.2. Do not certify Aircraft Commanders as 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. (T-2)

5.6.3. Basic OC-135B aircrew training, evaluation criteria, and operations procedures are listed in AFIs 11-2RC-135, Volumes 1 *Flying Operations: RC/OC/WC/TC-135 Aircrew Training*; Volume 2, *Flying Operations: RC/OC/WC/TC-135 Aircrew Evaluation Training*; and Volume 3, *Flying Operations: RC/OC/WC/TC-135 Aircrew Evaluation Criteria*.

5.7. Aircraft and Sensor Maintenance

5.7.1. Maintenance crews must ensure the OC-135B is capable of operating independently of unique support equipment for periods of approximately two weeks. (T-2)

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

5.7.1.2. Installations must coordinate maintenance planning and scheduling for organizational, intermediate, and depot-level maintenance of on-equipment and off-equipment sustainment activities, through HQ ACC functional managers for HQ AFMC management. (T-2)

5.7.1.3. The 55WG will determine specific maintenance crew requirements for deployment. (T-3)

5.7.2. Mission Suite Maintenance

5.7.2.1. Prior to deployment for an AOM, the Sensor Maintenance Technicians (SMT) should verify the proper configuration and operation of the mission equipment including the sensors' data annotation and recording system, the sensor control stations, and the main and spare mission equipment feeds. Per requirement, SMTs confirm the sensor covers are firmly attached prior to take-off. (T-2)

5.7.2.2. If any item of equipment had been replaced, modified, or upgraded prior to use on an AOM, it may require operational testing to ensure it is functioning as designed and advertised to partner countries.

5.7.2.2.1. Aircrews will test any sensor that requires confirmation that modifications, maintenance, or upgrades did not affect the certified altitude above ground to which the sensor can achieve no better than Treaty allowed resolution (Hmin) over an approved target at Wright-Patterson AFB, OH. (T-1)

5.7.2.2.2. Any item of mission equipment that requires confirmation that maintenance did not affect the operation of that equipment, by collection of sample imagery, must be tested in accordance with AFI 14-104, *Oversight of Intelligence Activities*, to ensure compliance with domestic imagery collection regulations. (T-1) NASIC OSMPF and ACC/A2XX will coordinate as necessary to obtain the required Proper Use Memorandum (PUM) IAW AFI 14-104 and DOD 5240.1-R, *Activities of DOD Intelligence Components That Affect United States Persons*. (T-1)

Chapter 6

COMMUNICATIONS, NOTIFICATIONS, AND REPORTS

6.1. General. This section details communication and notification responsibilities for compliance with the OST. Pass voice, fax, and electronic notification reports 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 and in SOP 05-03: Open Skies Training Coordination Process and Notification Procedures for Training Flights over the United States. Contact the AF/A10S POC (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) for copies.

6.2. Types of Notifications. The following paragraphs address the notification processes in CONUS, Alaska, and Hawaii. Note: 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/A10S. MAJCOMs then re-distribute these VF notifications to their Units, tenant organizations, and TCOs.

6.2.1.1. The following is a list of current OST VF Notifications:

Figure 6.1. Current OST VF Notifications.

VF#1: Notification of Intent to conduct an Observation Flight over the U.S. (Inside the U.S.)
VF#2: Notification of Intent to Conduct an Observation Flight (Outside the U.S.)
VF#5: Observing Party's Initial Arrival at the POE
VF#6: Departure of Observation Teams from the POE for the OSA
VF#7: Arrival of Observation Teams at OSA
VF#8: Completion of Pre-flight Inspection
VF#9: Completion of Demonstration Flight
VF#10: Submission of Proposed Mission Plan
VF#11: Agreement to Approved Mission Plan

VF#12: Observation Aircraft Take-off

VF#13: Observation Aircraft Landing

VF#15: Observation Team Departure from the OSA for the POX

VF#16: Observation Team Arrival at POX from the OSA

VF#17: Observation Party's Final Departure from the POX

VF#19: Miscellaneous Report

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 overflight 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, providing timely OST information 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 those locations in the direct path of an expected observation overflight in addition to those on the Standard Call List.

6.2.2.1.2.2. Units not receiving POM/TNS notifications that wish to be added to the distribution lists, or desire a change, should contact AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) or DSN (312) 224-0676).

6.2.3. Electronic Notifications. These are e-mail notifications from DTRA. Units that wish to receive these notifications directly from DTRA should contact AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) or DSN (312) 224-0676).

6.2.3.1. AF/A10S retransmits 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 should contact AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) or DSN (312) 224-0676.

6.3. High Value Activity (HVA) Reporting. The following paragraphs address the HVA reporting processes in CONUS, Alaska, and Hawaii. Note: Commands in Europe have little opportunity to impact overflight 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 the U.S. (VF#1), MAJCOMs will initiate the collection of HVAs from their subordinate/tenant Units/facilities to determine any activities within their purview that could impact or be impacted by an observation overflight. MAJCOMs will report their HVAs, or a Negative Report, to AF/A10S at DSN (312) 224-0676, Commercial (703) 614-0676, usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil as soon as possible after receipt of a VF#1, but no later than 48 hours after its receipt. AF/A10S 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. Contact AF/A10S (usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) for the SOP and the HVA report format template.

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

6.3.2.1. May 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 HVAs that might be reported by the Air Force include space/missile launches. Other examples of HVAs 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 installation 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. Note:

When an observation aircraft is eventually fielded with infrared (IR) sensors and synthetic aperture radars (SAR), these protective measures may be more challenging and complicated.

6.3.3.2. AF/A10S is responsible for evaluating Air Force HVA Reports and for presenting them to the DoD HVAG. Subsequently, the Treaty Manager should 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, installation 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?

6.3.4.3. What is the cost to cancel or delay the activity?

6.3.5. With each HVA Report, the installation and the MAJCOM should indicate their recommendations 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 installation's preference is relief from the observing Party, the installation TCO, through the MAJCOM TCO, will provide recommendations for the negotiating guidance given to the DTRA Escort Team Chief. (T-2)

6.3.5.3. If the recommendation is to avoid the HVA, then the reporting installation will provide the name and immediate contact information for the senior flag officer supporting the HVA. (T-2). This recommendation may be viewed by treaty partners as an infringement of their treaty rights. This scenario is serious and should generate guidance from the HVAG or higher. (T-2)

6.3.6. The OST contains criteria for mission flight route negotiations and flight route changes. For further information see: OST Article VI, Section II, paragraphs 2, 4, and 6; and Article VIII, Section I, paragraphs 4 and 5.

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. (T-3)

6.4.2. The TCO will pass After Action Reports (AAR) to the MAJCOM following any OST observation activity that the installation hosts. (T-3). The MAJCOM will pass these AARs to AF/A10S. (T-3)

6.4.3. TCOs will report security incidents, such as unauthorized photography, to the local AFOSI/security forces, their MAJCOM, and the DTRA Escort Team Chief. (T-2). The TCO will document these incidents in any AARs. (T-2)

Chapter 7

MISCELLANEOUS

7.1. Financial Management (FM)

7.1.1. Funding. AF/A10S 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.

7.1.1.3. Programming for modification of the OC-135B airframe using appropriation 3010 depends on who "owns" the requirement. ACC may program for an OC-135B-only modification and programs for those modification funds separately. Typically, the modification takes place at the AFMC depot/modification center and the customer should request the modification be made to accommodate modernization to the mission equipment. ACC and AFMC should 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 an 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. Working through the AF Corporate Structure, AF/A10S in conjunction with AF/A1M determines and allocates manpower resources to MAJCOMs to support AF implementation of, and compliance with, arms control treaties and agreements.

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 AF/A2-NASIC maintains responsibility for manpower associated with the OSMPPF, 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. OSMPF members must be deployable for OST activities overseas.

7.2.5. All personnel having OST responsibilities should take advantage of appropriate training opportunities (DTRA training courses, Air Force workshops, etc.). In addition, host installations must maintain a cadre of trained escorts to support incoming foreign OST teams. (T-2)

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 installation. (T-3) Particular attention should be paid to foreign aircraft/team members.

7.4.2. Ensure the notification of the incoming team lists the manifest of personnel, including positions within the team and the last six digits of the Social Security numbers for all U.S. personnel. 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 must be parked in an area close to Base Operations, in a hangar (if weather prevents required aircraft maintenance outdoors), or at another location as dictated by the security situation. (T-3). Base Operations must position the aircraft in such a way to allow start-up and taxi to the runway without towing. (T-3)

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.

7.4.4. Local base escorts and appropriate security forces must be immediately available to support the arriving teams. (T-3). Local base escorts must make provisions to expedite transportation of personnel to the next event (Welcome/Arrival briefings, billeting, etc.), and movement of luggage/gear from the aircraft to the appropriate location. (T-3)

7.4.5. The host installation TCO will present an arrival and local safety briefing as soon as practicable after arrival of the observation teams. (T-2). The TCO will pre-coordinate these briefings with DTRA because of the requirement for translation. (T-2)

7.5. Defector Procedures

7.5.1. If any foreign OST team member indicates their desire to defect to an Air Force representative, the escort will immediately inform the DTRA Team Chief. (T-1). The DTRA Team Chief, as the senior U.S. Government representative, will take actions as appropriate. (T-2)

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. If the DTRA Escort Team Chief requests assistance, the TCO will immediately inform installation leadership, base security, and the local AFOSI representative. (T-2)

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

7.6. Public Affairs (PA)

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

7.6.2. If media coverage of Open Skies activities is accommodated, host units will do so IAW DOD "Principles of Information," SAF/PA, DTRA/PA, OASD(PA), and installation PA guidance. (T-0). Host units will consider requests by news media to cover these activities on a case-by-case basis. (T-3)

7.6.2.1. Unit PA offices will comply with established higher-level PA guidance and develop an internal information plan to accommodate this guidance. (T-2)

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 installation PA office will keep the community aware of OST activities via routine meetings between key civic leaders and base officials. (T-3)

7.6.2.4. Host units will use prepared news releases whenever possible using coordinated and approved language from PA guidance for Open Skies treaty authored by DTRA. (T-3)

7.6.3. The Defense Media Activity 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, installation PA offices will refer all queries to the Department of State; No local comments, confirmations, etc., will be made. (T-2)

7.7. Protocol

7.7.1. Hosting foreign OST observation missions is a national, legal obligation. Installation commanders must ensure that the foreign team is afforded the opportunity to exercise its rights under the OST. (T-0). The host installations must facilitate the conduct of the event. (T-1)

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

7.7.3. Observation team members typically travel under Diplomatic passports. In any event, all host installation members must accord properly designated observation team personnel the rights, privileges, and immunities outlined in the OST, Article XIII, and in the Vienna Convention on Diplomatic Relations of 18 April 1961. (T-0)

7.7.4. In the event a dignitary, VIP, or flag officer accompanies the observation activity, afford them appropriate protocol accommodations. Host installations must coordinate these procedures with the DTRA Escort Team Chief. (T-3)

7.7.5. Nearly all OST activities include a formal dinner or function outside of Treaty requirements. Upon request, the TCO and host Unit Protocol Office will assist the DTRA Escort Team with coordination of these activities. (T-3). Installation Commander must ensure the appropriate host installation representation is provided at a level commensurate with the visibility of the activity. Host installations will not open these events to the media. (T-3)

7.7.5.1. Gifts and/or mementoes, if exchanged at these events, should be purchased and accounted for using Official Representation Funds (ORF) and identified in the installation'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 Air Force Manual 65-116. Meals consumed by Treaty escorts while TDY are already covered by per diem entitlement. Local escort personnel required to consume meals with OST team will be reimbursed as per the Defense Travel System Joint Travel Regulation. (T-0)

7.7.5.3. Commanders will ensure reimbursement for authorized local travel is IAW Wing/Unit local travel instructions. (T-3)

7.8. Installation 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 is responsible for crowd control and will coordinate with the facility manager to provide a separate check-out lane. (T-3). If requested, provide cash register tapes/receipts for foreign OST team members to a DTRA escort.

7.8.2.1. As guests of the U.S., observation team members are 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-military-issue clothing/items may be purchased. The host installation TCO will notify any of these facilities prior to the arrival of the observation team. (T-3)

7.8.2.2. For bases outside the U.S., TCOs will allow access to these facilities in accordance with host nation rules, regulations, and standing Status of Forces Agreements (SOFA). (T-0).

7.8.3. Off-base activities include shopping, tourist and recreational activities, etc. TCO must notify AFSOI and base security about any off-base activity, including when the teams are

housed off-base, to ensure appropriate coordination with local, state, or federal authorities. (T-2) Base security forces will not provide off-base security, which falls under the jurisdiction of the local, state, or federal authorities. (T-0)

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. Installation 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 installation. (T-3).

7.9.2. Local escorts are site-knowledgeable base representatives designated as points of contact for the DTRA Escort Team. Ensure local escorts are in the grades of E-4 and above and are supervised by senior NCOs (E-7 or above), officers, or civilians. While no specific certification is necessary, Commanders must select mature individuals. (T-3)

7.9.3. Host units should 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. (T-2)

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. (T-3). Units will have a qualified medical escort assigned throughout the OST activity. (T-2)

7.9.3.3. The 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. (T-2)

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. (T-2). A sufficient number of local escorts must have restricted-area (i.e., flight line, etc.) driving privileges. (T-2)

7.9.3.5. Local escorts are not expected to be trained as security specialists; however, they must be trained to recognize and react to anticipated elicitation and human intelligence (HUMINT) gathering techniques. (T-3). 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, or 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 must

limit access of personnel not needed to support the OST mission from areas supporting OST activities/events. (T-3)

7.9.3.8. Local escorts will wear visible, distinctive badges when in the company of visiting OST personnel. (T-3). These badges are for identification as treaty escorts only, and shall not include the escort's name. (T-3)

7.9.3.9. Host installations will ensure local escorts/drivers are never left alone with foreign OST personnel. (T-3)

7.9.3.10. Local escorts will not accept DTRA Escort responsibilities. (T-3)

7.9.3.11. Local escorts shall be knowledgeable enough to facilitate movement of the visiting OST teams to and from scheduled activities, the flight line, medical facilities, dining facilities, billeting, and to on- and off-base shopping locations. (T-3)

7.9.3.12. Local escorts will be knowledgeable in base security procedures, access requirements to the base, and flight line. (T-3)

7.9.3.13. Local escorts should be flexible and patient, as plans often change. They will have constant communications capability with the TCO to report unexpected situations and to seek guidance. (T-3)

7.9.3.14. Local escorts may volunteer for off base/cultural events if requested by the DTRA Escort Team Chief and approved by the installation TCO.

7.10. Medical and Dental Support / Mortuary Services

7.10.1. Host installations are expected to provide or arrange for emergency/non-elective medical/dental care as necessary and as requested by the DTRA Escort Team Chief. Medical support may be required to enable team members to accomplish their duties, save lives or stabilize injuries. Installations must use military treatment facilities to the maximum extent possible unless the severity of the illness/injury and/or military medical authorities deem otherwise. (T-2)

7.10.2. If transportation to a local civilian medical facility is required, a DTRA escort will accompany the individual to the local facility and remain with them until care is rendered. The military medical staff coordinates care with the civilian facility as needed. The DTRA Escort will keep the DTRA Team Chief apprised of the patient's condition and treatment at all times. (T-2)

7.10.3. If the member requiring medical/dental care is an aircrew member, notify the host installation's Flight Surgeon's office.

7.10.4. Accomplish transportation to an appropriate POX, if required, 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. Do not report the death through any channels until cleared by the DTRA Escort Team Chief. Before making arrangements for mortuary services, the TCO will consult applicable U.S. Air Force regulations, local and state laws, U.S.-host nation arrangements, foreign preferences, the DTRA Escort Team Chief, and the servicing staff judge advocate (SJA). (T-1)

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/A10S (DSN (312) 224-0676 or usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil) as soon as practicable, along with circumstances of the death. (T-1)

7.10.5.2. The installation will initiate OPREPs/SITREPs detailing the serious injuries or death of an observation team member as soon as practical, in coordination with the DTRA Escort Team Chief. Include AF/A10S as an addressee. (T-1)

7.10.6. The Installation TCO and DTRA liaison will ensure all medical care provided to a non-U.S. member is billed according to any host nation agreements. (T-0) The civilian health care facility should bill all civilian medical care provided to a non-U.S. member to the nearest consulate office of the country that the member is from or to DTRA.

7.11. Installation Security

7.11.1. Foreign observation team members typically travel under Diplomatic passports. In any event, accord designated observation team personnel the rights, privileges, and immunities outlined in the OST, Article XIII. As such, they, their accommodations, personal gear, and baggage are immune from search and seizure while they are on U.S. territory. Additionally, no foreign 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 equipment will be 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. Note: This does not exempt the aircraft, air crews, and mission teams from agricultural inspection requirement.

7.11.3. DTRA team members, their luggage, and hand-carried items are exempt from searches unless dictated by a specific base security situation. Note: This does not exempt the aircraft, air crews, and mission teams from the Hawaii agricultural inspection requirement.

7.11.4. It is Air Force policy that if no specific threat exists against the observation team or the host installation 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 while on the host installation.

7.11.6. If a threat arises before or during the visit of an observation team, the host installation 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. (T-2)

7.11.7. If a threat exists during an OST activity at a host installation, consider billeting the observation team on-base and, depending on the threat, limiting/restricting their movement as much as possible. If a credible threat exists to OST activities and movement to off-base location is necessary, base Security Forces will advise AFOSI and local law enforcement agencies. (T2)

7.11.8. If a credible threat exists, treaty activities may be restricted to on-base and Security Forces 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, pass this information expeditiously to AF/A10S. If required, the Air Staff will pass a recommendation to consider terminating the visit and removing the visitors from the area to the USG Interagency. (T-2)

7.11.9. Foreign observation aircraft do not carry an assigned physical security protection level in accordance with AFI 31-101, *Integrated Defense* (classified FOUO); however, they should be protected as any foreign state aircraft. If the aircraft is to remain on station for a period of time, the installation must provide appropriate security protection measures. (T-2)

7.12. Photography

7.12.1. The Air Force photography policy for OST activities on host installation 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.

7.12.1.1. The public affairs office is responsible for all visual information activities at the installation and must be coordinated with prior to all OST activities. (T-2)

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. However, the Public Affairs office must coordinate all photography with the installation TCO and the DTRA Escort Team Chief prior to any photographic activities. (T-2)

7.12.2.2. Equipment capable of recording images for this purpose has historically included cameras. Public Affairs, installation TCO, and DTRA Escort Team Chief will not allow video cameras to be used by the hosted State Party to record the aircraft inspection process. (T-1)

7.12.2.3. Base Public Affairs and/or local media activities recording aircraft inspection must be pre-coordinated with the Wing Commander, the installation TCO, and the DTRA Escort Team Chief. (T-2)

7.12.3. While this photography 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 Treaty activity, all photography equipment should be declared and state owned.

7.12.3.1. At all other times than aircraft inspection and recording condition of sensor covers, photography must be coordinated between the DTRA Escort Team Chief and the installation TCO, who requests approval from appropriate base agencies. (T-2)

7.12.3.2. Submit requests for other mission-related or treaty-related photography as soon as the need is known. TCOs must have pre-established coordination procedures to expeditiously process requests and be able to advise on expected response time from base agencies. (T-3)

7.12.3.3. Past experience indicates foreign observation teams might attempt to take pictures, which—except during the recording of the aircraft inspection process—may contradict current base policies. Photographs are likely to be taken, upon arrival/landing at an airfield and on the ground during various arrival activities. TCOs must review the latest HQ USAF photography guidance for clarification of appropriate procedures for managing and reporting photography violations. (T-1)

7.12.4. This photography policy does not give a third party (i.e., installation 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 and the foreign Team Chiefs.

7.12.4.1. Installation or MAJCOM personnel may take photographs of OST activities after satisfying the local approval process and after coordination between the installation TCO and the DTRA Escort Team Chief, who will coordinate with the foreign Team Chief. (T-3). The DTRA Escort Team Chief and the Installation TCO should also coordinate and obtain approval for the group photo from the foreign Team Chief.

7.12.4.1.1. It is routine practice of the States Parties to take a posed group photograph of the observation teams with installation hosts and local escorts in front of the observation aircraft while at the base, if practical and weather permitting. Installation commander will ensure the installation TCO pre-coordinates this photo with the DTRA liaison installation PA, and local media processing facilities prior to arrival of the aircraft. (T-3)

7.12.4.2. Uncoordinated or unapproved photography of the foreign team and aircraft may become a diplomatic issue for the USG 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, is considered as exceptional circumstances and is allowed to continue to the extent possible within the constraints of standing Air Force security guidance and installation 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 installation TCO who can advise of requirements and, when necessary, forward the request for consideration by appropriate authority.

7.12.5.2. Installation Commanders should normally support these activities while making prudent efforts to protect security concerns.

7.12.5.3. When unexpected circumstances occur in which Commanders may be expected to further limit photography, installation TCOs will expeditiously report to MAJCOMs. MAJCOMS will report to AF/A10S, the circumstances, rationale, and results as quickly as possible. (T-2)

7.12.5.4. Since prohibiting customary photography may be viewed by treaty partners as an infringement of their treaty rights, AF/A10S will rapidly report the circumstances to AF A10, SAF/GCI, the Joint Staff, OSD Policy, and the OUSD(AT&L) Treaty Manager. AF/A10S will also prepare responses to USG Interagency questions as appropriate.

7.12.6. The U.S. Escort Team and the base escort team will monitor the use of portable equipment capable of recording images. (T-1).

7.12.6.1. To facilitate understanding between all parties, the TCO will explicitly inform the DTRA Escort Team Chief of the policies applicable to that airfield. The TCO will specifically brief the arriving U.S. and foreign observation teams on the local photography policies and procedures applicable to the airfield and is responsible for ensuring compliance with these policies. (T-2)

7.12.6.2. Photography will be carefully managed. (T-3).

7.12.6.2.1. Photographs will be oriented or framed to ensure only the intended image is taken. (T-3)

7.12.6.3. The installation TCO must attempt to limit unwanted imagery collection by parking the Open Skies aircraft to avoid photography of other assets in the vicinity. (T-3)

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, bring them to the attention of the DTRA 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.

7.12.7.2. Installation TCOs and any supporting members will brief such incidents to the base security forces, document them in the After Action Report (AAR), and provided to MAJCOM and Air Force Treaty Offices. (T-2)

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 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; and,

7.13.1.3. Select and execute measures that eliminate or reduce to an acceptable level the vulnerabilities of 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, *Operations Security (OPSEC)*)

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 installation 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. The host installation's escort will notify the TCO, who will in turn notify the DTRA Escort Team Chief, if inquiries or actions of a foreign observation team member raise suspicions. (T-3). TCOs will notify Base Security Forces representatives of any suspicious situations. (T-3)

7.14. Lodging and Messing

7.14.1. Host installation TCOs will coordinate lodging and messing requirements/desires with the DTRA Escort Team Chief or his or her designated representative; however, the TCO may not always be able to accommodate desires. (T-3)

7.14.2. DTRA prefers to billet OST teams off-base in a hotel that can accommodate both the entire U.S. and foreign teams. Coordination for off-base lodging, if arranged by the host TCO, should be through the base Lodging Office. The TCO may be required to facilitate non-availability letters for the observation team members for off-base lodging. (T-3)

7.14.2.1. DTRA will coordinate with the TCO for all lodging support to ensure local installation/hotel contracts are adhered to.

7.14.3. In the event of a threat situation, arrange lodging 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. (T-2)

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 will coordinate with the DTRA Escort Team Chief regarding lodging requirements (such as housekeeping services, telephones, security protection and availability of a 24-hour on-site contact). (T-3)

7.14.5. TCOs will coordinate meals, both on- and off-base, with the DTRA Escort Team Chief or his or her designated representative. (T-3)

7.14.6. U.S. observation team members will pay for their own accommodations and meals. (T-3). DTRA Escort Team Class A Agent will pay for the foreign team members.

7.14.7. The installation TCO will work with the Flight Kitchen to arrange for box lunches as requested by the DTRA Escort Team Chief. (T-3). The TCO will coordinate with the DTRA Escort Team to facilitate payment for box lunches, typically in advance. (T-3)

7.15. Transportation

7.15.1. The host-installation TCO will coordinate transportation requirements with the DTRA Escort Team Chief or his or her designated representative. (T-2)

7.15.1.1. OST activities are conducted on a strict timeline. The host-installation TCO will ensure transportation accounts for road closures, base gate security procedures, and traffic situations to ensure adherence to this timeline. (T-2). Pad transportation timelines to account for inclement weather, traffic, or other unexpected delays. The OST activity must 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 and within existing policies/guidelines/restrictions. (T-2). In cases where installation Commander approval is needed for the type of activity or location, the TCO will facilitate that request. (T-2)

7.15.2. Determine the number and size of vehicles required the activities being performed.

7.15.2.1. For initial arrival, departure, and movement to/from lodging for the first/last time, provide a separate van or truck for luggage. (T-3)

7.15.2.2. For full team movements, such as to/from 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 must be available for the duration of the OST activity. (T-2)

7.15.4. Contract support personnel are authorized use of Government general purpose (cars/vans) vehicles for OST activities. Contract support personnel must comply with AF vehicle training/licensing requirements to include flightline driving training and authorization. (T-3).

7.16. Weather Support

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. (T-2)

7.16.2. The host Unit Weather Flight will provide weather briefings at all OST airfields. (T-3). The 88th Operations Support Squadron (88 OSS) from Wright-Patterson AFB, OH will provide weather briefings at Dulles IAP POE/POX. (T-1). The 88 OSS representatives will

provide Dulles briefings on-site or by web-based presentations as requested by the DTRA Escort Team Chief. (T-1)

7.16.3. Specific guidance for weather support to foreign Open Skies teams at U.S. OSAs and OSRAs is detailed below.

7.16.4. The installation 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. Develop a briefing providing local, take-off, en route, and arrival weather using DD Form 175-1, *Flight Weather Briefing*. (T-1). In addition, the Installation Weather Flight will be prepared to brief/provide local weather for other OSAs and OSRAs. (T-1)

7.16.4.2. 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. (T-1)

7.16.4.2.1. A sample Open Skies weather briefing is available from AF/A10S.

7.16.4.3. 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. (T-1)

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

7.16.4.4. 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 solar azimuth and elevation data. (T-3). Coordinate additions/deletions to this package with the DTRA Escort Team Chief as needed, depending on the mission profile. Provide data packages at the initial weather brief and updated daily or upon request. (T-1)

7.16.4.5. Provide weather consultation services to help OST personnel understand the current and forecasted weather situation to include expected areas of cloud cover. (T-1)

7.16.4.6. Provide weather parameters (surface pressure and flight level outside air temperature) for overflight areas as requested. (T-1)

7.16.4.7. Provide flight weather briefings using DD Forms 175-1 for aircrews. (T-2). OST pilots must furnish aircraft type and call sign, time of departure, flight level, and planned primary and alternate destinations. (T-2)

7.16.4.8. Arrange for weather support when support is not available locally. (T-1)

7.16.4.9. Provide local weather support IAW the host airfield Compliance Plan or Instruction. (T-2)

7.16.5. For Air Force operations at foreign airfields, once in country at non-Air Force operated OST airfields, Air Force aircrews shall attempt to use local weather services. (T-3). 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 will use the servicing AF Operational Weather Squadron (OWS). (T-2)

7.16.6. For U.S. observation aircraft operations in the 3AF Area of Responsibility (AOR), the 21 OWS from Kapaun AS in the Kaiserslautern Military Community (KMC), Germany provides weather support services. Designated weather units will provide weather support and services to deploying U.S. OST flight crews at both the European Gateway and the Alaska Gateway for U.S. observation missions in Russia. (T-1)

7.16.6.1. This support will include a 21 OWS representative who can respond to questions regarding the weather package, which includes weather information for the entire flight route from the Gateway to the POE. (T-3)

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DCS, Strategic Deterrence & Nuclear Integration

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

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(while the title of this document is unclassified, the document itself is classified; contact A10S at usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil to request a copy) *Treaty on Open Skies*, March 24, 1992

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Under Secretary of Defense Memorandum, *Implementation of, and Compliance with, the Open Skies Treaty* (U), May 8, 2015

(while the title of this document is unclassified, the document itself is classified; contact A10S at usaf.pentagon.af-a10.mbx.A10S-open-skies@mail.mil to request a copy) *Prescribed Forms*

Adopted Forms

AF Form 847, *Recommendation for Change of Publication*

DD Form 175-1, *Flight Weather Briefing*

Abbreviations and Acronyms

AAR—After Action Report

ACC—Air Combat Command

ACM—Augmented Crew Member

ADCON—Administrative Control

AETC—Air Education and Training Command

AF—Air Force

AFB—Air Force Base

AFGSC—Air Force Global Strike Command

AFI—Air Force Instruction

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
ALCOM—Alaska Command
AMC—Air Mobility Command
ANG—Air National Guard
AOI—Area of Interest
AOM—Active Observation Mission
AOR—Area of Responsibility
APACS—Aircraft and Personnel Automated Clearance System
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
CTD—Certification Technical Document
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
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
FDP—Flight Duty Period
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
IWGS—Informal Working Group on Sensors
JA—Japan
JBER—Joint Base Elmendorf-Richardson, Alaska
JBPHH—Joint Base Pearl Harbor-Hickam, Hawaii
JCS—Joint Chiefs of Staff
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
NSS—National Security Staff
NSPD—National Security Presidential Directive
OC-ALC—Oklahoma City Air Logistics Complex
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
OWS—Operational Weather Squadron
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 Overflight Module
PPBE—Planning, Programming, Budgeting and Execution
PPD—Presidential Policy Directive
PUM—Proper Use Memorandum
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
SJA—Staff Judge Advocate
SMT—Sensor Maintenance Technician
SOFA—Status of Forces Agreement
SOP—Standard Operating Procedure
SPM—Systems Program Manager
SSWG—Sensor Subworking Group
TACON—Tactical Control
TCO—Treaty Compliance Officer
TEI—Technical Equipment Inspector/Inspection
TERPS—Terminal Instrument Approach/Departure Procedures
TNS—Telephone Notification System
TRANSCOM—Transportation Command
TTW—Tonnage Tow Weight
UK—United Kingdom
US (U.S.)—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

WMO—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.

Administrative Control (ADCON)—Combatant Commander or Subordinate Command which exercises administrative responsibilities for the deploying aircraft and embarked crewmembers.

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.

Defense Threat Reduction Agency (DTRA) Team Chief—senior DTRA representative; Mission Commander responsible for overall mission coordination and serves as the senior U.S. government representative during U.S. Open Skies missions.

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, manned, 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.

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 U.S.

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.

Tactical Control—Combatant Commander or Subordinate Command which exercises control over the movements of the deployed 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.