BY ORDER OF THE COMMANDER
452d Air Mobility Wing (AFRC)

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Operations

452 AMW LOCAL OPERATING PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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(Lt Col Jeffrey K. Richenberger)
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(Col David B. Walker)
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The OPR for this supplement is 452 OG/OGV (Lt. Col Jeffrey K. Richenberger). This supplement implements AFPD 11-2, *Aircraft Rules and Procedure*s and AFI 11-2C-141V3, *C-141 Operations Procedures.* It defines local operations procedures IAW AFI 11-2C-141V3, Chapter 10. It establishes policy for the operation of the C-141 aircraft to safely and successfully accomplish their worldwide mobility missions.

AFI 11-2C-141V3, Chapter 10, 1 June 2000, is supplemented as follows:

SUMMARY OF REVISIONS

This revision revises the procedures for documenting mission numbers in paragraph 10.2.1.1. and deletes paragraphs 10.2.1.1.2 and 10.2.1.1.3; revises Home Station/Enroute Block-out/Recovery procedures in paragraphs 10.2.3.1., 10.2.3.2., NOTE and adds a CAUTION; Airdrop ORM paragraph 10.2.12.1 added; deletes Touch and Go Restrictions, paragraph 10.3.3, and renumbers subsequent paragraphs; deletes Attachment 6, SKE Parameters and renumbers subsequent attachments. An asterisk (*) indicates revisions from the previous edition.

10.2. (Added) 452 AMW LOCAL OPERATING PROCEDURES. This supplement outlines the operating procedures for all 452 AMW C-141 aircrews.

10.2.1. Forms Documentation and Disposition for AFTO Form 781, AFORMS Aircrew/Mission Flight Data Document and AFTO Form 781A, Maintenance Discrepancy and Work Document. Comply with the following:

*10.2.1.1. For all flights (Missions and Locals), annotate the full twelve-digit mission number. The mission number is on the AMC Form 41 **Flight Orders or Mission Frag.** Use the Mission Symbol on the AMC Form 41 (for Locals) or in the Mission Frag (for Missions).

*10.2.1.1.1. Mission Numbers and/or Symbols may change throughout a mission. Be sure to use the correct Mission Number and/or Symbol for each mission leg. This information is also included in the Mission Frag.

10.2.1.2. Aircraft Movement and Reporting. The Scanner will record all sortie information in the format shown in the AFTO 781 Figure 10.1. Sample below:

Figure 10.1. Sample AFTO Form 781

HOURSAND MINS TO HOURS AND TENTH CONVERSION TABLE	SORTIE	NO.PAX/PAT	CARGO (TONS)	RAMP FUEL	A/R ON-LOAD	END FUEL
1 OR 2 MIN-0.1 HR 3 THRU 8 MIN-1 HR 9 THRU 8 MIN-2 HR 15 THRU 20 MIN-3 HR 21 THRU 26 MIN-4 HR 27 THRU 33 MIN-5 HR 34 THRU 39 MIN-6 HR 40 THRU 51 MIN-7 HR 52 THRU 57 MIN-8 HR 58 THRU 60 MIN-NEXT WHOLE HOUR	1.	*10*	*5.2*	*85.0*	*0*	*27.5*
	2.	*45*	*2.8*	*90.0*	*0*	*30.2*
	3.	*8*	*4.7*	*95*	*15.0*	*25.1*
	4.					
	5.					

10.2.1.3. Annotate mission deviations and explanations (i.e., maintenance delays, early terminations, crew enhancement delays, etc.) in the "REMARKS OTHER THAN FLIGHT DISCREPANCIES" section of the AFTO Form 781. Document the approval process and/or agency involvement, for all approved deviations.

10.2.1.4. Aircrews entering a discrepancy in the AFTO Form 781A are required to include the following information:

10.2.1.4.1. DATE and WHEN DISCOVERED CODE (WDC).

10.2.1.4.2. "A" Before Flight – Abort.

10.2.1.4.3. "B" Before Flight - No Abort.

10.2.1.4.4. "C" Inflight – Abort.

10.2.1.4.5. "D" Inflight - No Abort.

10.2.1.4.6. "E" After Flight.

10.2.1.4.7. A thorough description of the discrepancy. If a fault code exists, "non-generic," the write-up must be word for word as designated in the FRM (Fault Reporting Manual) with additional information contained in parenthesis.

10.2.1.4.8. Only one discrepancy per block (same discrepancy may continue through as many blocks as necessary).

10.2.1.4.9. Fault Reporting Manual (FRM) codes, if applicable.

10.2.1.4.10. Enter "REPEAT" or "RECURRING" in RED to identify repeat or recurring discrepancies.

10.2.1.4.11. Designate "ME" or "MC" (see AFI 11-2C-141V3, GLOSSARY).

10.2.1.4.12. PRINT first name initial, last name and rank/grade in the "Discovered By" block. (i.e. J. Smith, Capt).

10.2.1.4.13. Enter Squadron and Crew Position in the "Employee No." block. (i.e., 730F) Pilots-"P," Navigators-"N," Flight Engineers-"E," Loadmasters-"L."

10.2.1.5. Annotate the AFTO Form 781 when flying low level over salt water (below 3,000 feet). Do not record take-off, landing, and brief low level excursions. Aircraft that have flown low level over salt water will receive a clear water wash/rinse according to T.O. 1-1-691, *Aircraft Weapons Systems – Cleaning and Corrosion Control* to remove any salt accumulation or deposits.

10.2.1.6. Disposition of Forms. The primary flight engineer will assist the aircraft commander in completing mission forms as follows:

10.2.1.6.1. AF Form 4082 C-141/TF-33, **Engine Condition Monitoring Inflight Data Worksheet.** Check for completeness and accuracy. One form is required for each stabilized cruise flight of over one hour, not to exceed two per day (local training/tactical flights are exempt). Place the completed AF Form 4082s in the Completed Forms Folder. 452 OG/OGV (standardization/ evaluation) will ensure that these forms are submitted to the Engine Condition Monitoring (ECM) program manager.

10.2.1.6.2. AFTO Form 451/C-141 **Aircraft Usage Log**. Check for completeness and accuracy. Complete the NAME and ICAO blocks on all pages (see TO 1C-141B-102, *Implementation of C141B/C Series Aircraft Usage Report*). Place in the Completed Forms Folder.

10.2.1.6.3. AF Form 664, **Aircraft Fuels Documentation Log**. The flight engineer will submit the completed log and associated fuel, or service receipts, to the unit Refueling Documentation Control Officer (RDCO).

10.2.1.6.4. AFTO Form 781. Transcribe flight times, touch and goes, landings, and engine cycles to the AFTO Form 781H, **Aerospace Vehicle Flight Status and Maintenance**. Place all completed AFTO Form 781s in the Completed Forms Folder upon mission termination at March ARB.

10.2.2. (Added) Flight Safety Notification Procedures. In the event you experience a reportable mishap, hazardous condition, or hazardous air traffic incident, as outlined in AFI 11-2C-141V3, Chapter 8, the aircraft commander will accomplish the following:

10.2.2.1. Immediately notify the appropriate authorities (to include 452 AMW/CP) of any mishap involving aircraft or crew.

10.2.2.2. File the appropriate reports, and a copy of aircrew orders, with the local Safety Office.

10.2.2.3. Instruct the local flight safety officer or local command post to immediately fax the report to the 452 AMW/CP (command post) at DSN 947-2201, Attention: 452 AMW/SE (Safety Office).

10.2.2.4. Make a photocopy of the report and submit it to 452 AMW/SE upon your return to home station.

10.2.3. (Added) Aircraft Home-Station/Enroute Block-out/Recovery Procedures. On all block-outs, block-ins, and in congested areas, non-essential crewmembers will post themselves at the pilot's and copilot's side window to assist the pilots in clearing the wing tips. During night operations, at March ARB, aircraft parking may be difficult due to poor ramp lighting, glare, or the inability to follow taxi lines when wet. When in doubt, deplane the scanner. If the crew is in question of proper obstacle clearance, coordinate with 452 AMW command post for a follow-me and/or 452 AMW maintenance personnel to marshal the aircraft.

*10.2.3.1. Upon home-station mission termination (no maintenance block-in crew is available), the crew will deplane the crew chief, scanner, and any other non-essential crewmember to conduct marshaling duties. The crew chief will marshal the aircraft into blocks. If there is no crew chief, the scanner will marshal the aircraft. Marshaling operations will be IAW AFI 11-218, *Aircraft Operation and Movement on the Ground*. (***REMEMBER***: Aircraft taxiing within 25 feet of an obstacle requires Wing Walkers. Do not taxi within 10 feet of an obstacle.) The marshaler will ensure a fire bottle is available for that parking spot or in vicinity of aircraft.

****CAUTION:*** If you do not have sufficient number of personnel or marshaling kits to block-in the aircraft IAW AFI 11-218, you will stop and chock the aircraft short of the parking spot and clear of obstructions by at least 25 feet. Maintenance will tow the aircraft to the spot.

NOTE: Flight engineers will ensure that chocks, ground wires, and a Marshaling Kit are onboard (inventory the Marshaling Kit for vest, operable wands and paddles) during all home station departures (to include locals). Maintenance will supply the required equipment.

*10.2.3.2. While at home station or at enroute stops, all 452 AMW crews will shutdown aircraft power prior to leaving the aircraft unless maintenance specifically requests that power remains on and physically accepts control and responsibility for the aircraft. In addition, when no maintenance personnel are available, or if maintenance or other base personnel will not be working on the aircraft, the crew will ensure that the aircraft is properly configured and secured IAW paragraph 10.2.4 of this Chapter and TO1C-141C-1, *Flight Manual C-141C USAF Series Aircraft*, SECTION II "Scanner's Before Leaving Aircraft Checklist."

10.2.4. (Added) Secure Aircraft. At all AMC bases, the aircraft commander will ensure the aircraft is left unlocked/unsealed for phase II servicing.

10.2.4.1. At all non-AMC Air Force bases, the aircraft commander will ensure that the aircraft is secured with boxcar seals only.

10.2.4.2. At non-USAF installations, lock the aircraft with the security locking kit (i.e., hatch locks, etc.).

10.2.5. (Added) Flight Engineer's Use of the Weight and Balance Data Worksheet. The 452 OG/OGV/FE will maintain the Weight and Balance Data Worksheet. When the Basic Weight on the Chart C (in the aircraft's Weight and Balance book) differs from the Weight and Balance Data Worksheet provided by 452 OG/OGV/FE, proceed as follows:

10.2.5.1. If the Data Worksheet Basic Weight differs from the aircraft's Chart C accomplish a complete Form DD Form 365-4 **Weight and Balance Clearance Form F – Transport/Tactical,** using the aircraft's Chart C Basic Weight.

10.2.5.2. The flight engineers are responsible to validate that the supplied weight and balance data is accurate. For local missions, flight engineers will verify aircraft configuration at show time.

10.2.5.3. If the aircraft configuration is other than that of the Data Worksheet, complete a DD Form 365-4.

10.2.5.4. Weight and Balance worksheets for each assigned aircraft are included in the local trip kits. The 452 OG/OGV will maintain the master DD Form 365-4s.

NOTE: Advise 452 OG/OGV of any discrepancies found on the Weight and Balance Data Worksheet.

10.2.6. (Added) Flight Engineer Preflight. For flight engineer proficiency, accomplish a complete Dash-1 preflight before all home station departures, and the first local training missions of the day. Do not delay missions for this when the Dash-1 calls for a Through Flight.

10.2.7. (Added) Flight Engineer Tool Kit Requirements. Flight engineers carry a tool kit. A crew chief in possession of a tool kit satisfies the flight engineer tool kit requirement; however, these tools must be available for the entire mission/flight. If the crew chief leaves the mission, the flight engineer must ensure that tools are available.

***NOTE*:** The flight engineer will ensure that tools are available for inflight use.

10.2.8. (Added) On-Time Departures. Crewmembers will make every effort to takeoff on time. Use the Launch Sequence of Events (Attachment 6) to measure pre-launch progress.

10.2.9. (Added) After Normal Duty Hours Airfield Operating Procedures. March ARB Base Operations, Weather, and the Control Tower are manned 24 hours a day; however, between the hours of 2300 – 0700 (local time) and holidays, minimum manning levels, consistent with supporting F-16 and TACAMO alert commitments, have been established. For planned flight operations outside of normal duty hours, coordinate with 452 OSS/OSO (current operations) or 452 AMW/CP (command post) for additional mission support. For arrivals outside of normal duty hours, crews should be aware that IFR flight plans are automatically canceled by ATC; the aircraft commander (FSS 1-800-992-7433) must cancel VFR flight plans.

***10.2.10. (Added) Self-Alerting Procedures.** Crewmembers will self-alert for all "Off-Station" missions by contacting 452 AMW command post at alert time. If contact has not been established after 15 minutes, command post will attempt to notify the crewmember(s). If contact has not been established after 30 minutes, command post will notify the respective squadron schedulers. There is no self-alerting requirement for "Local" missions (i.e., local proficiency, local airdrop, and local air refueling).

***10.2.11. (Added) Home Station Crew Show Time.** For airland, local proficiency and air refueling missions (to include formation air refueling – non-airdrop), aircrew will normally show 2+15 hours before scheduled take-off. For Engine Running Crew Changes, crews will show 1+30 hours before scheduled take-off. Airdrop missions will show 3+15 before scheduled take-off. See Attachment 5 and 6 for the Launch Sequence of Events.

10.2.12. (Added) Operational Risk Management (ORM). For all missions, aircraft commanders will ensure completion of the ORM checklist by soliciting inputs from crewmembers at the pre-mission briefing. 452 OSS/OSO (current operations) and individual squadrons will annotate the appropriate pre-mission assessments on the most current version of the 452 ORM Worksheet before mission show time. For subsequent legs, aircraft commanders will review the ORM grading criteria for changes that could affect the overall mission status. If applicable, contact March ARB command post to coordinate for approvals.

*10.2.12.1. For all AMC Airdrop missions, the Mission Commander (MC) will calculate the operational risk for the mission by using the AMC Airdrop ORM matrix during mission planning. The total risk point value calculated corresponds to the appropriate mission approval authority. The MC is responsible for obtaining the appropriate approval prior to mission execution. Place Airdrop ORM sheets in the Airdrop Mission Set-up Folders.

10.2.13. (Added) Cockpit/Crew Resource Management (CRM). Aircraft commanders will set a positive and receptive tone for CRM and stress the importance of CRM to the safe operation of the mission during the crew briefing. As a mission progresses, all crewmembers are expected to effectively communicate CRM related issues through the aircraft commander in a timely fashion. Deteriorating CRM conditions experienced by any crewmember are valid reasons for early mission termination. Crewmembers are encouraged to use the AirMail program as defined in AMCI 36-2201, *AirMail. Crew Resource Management (CRM) Aircrew Reporting System*, and contained in Unit Mission Kits. AirMail is the official mechanism for aircrew to anonymously identify CRM training deficiencies, report positive and negative examples of CRM, and allow

aircrew member participation in the training development process. All crewmembers will collectively evaluate CRM effectiveness during mission debriefings in order to improve future operations.

10.2.14. (Added) Crew Briefing Procedures. For airland, air refueling and local proficiency training missions, all crewmembers are seated in the briefing room at show time. The pre-mission crew briefing will begin precisely at show time.

10.2.14.1. For Joint Airborne/Air Transportability Training (JA/ATT) and airdrop missions, briefings will normally be conducted 3+00 hours prior to take-off. All crewmembers will be in their seats a minimum of 5 minutes prior to brief time. Aircraft commanders will advise all enlisted crewmembers of any final mission changes at the aircraft during the aircraft commander's briefing.

10.2.14.2. For all Aeromedical Evacuation (AME) missions, the medical liaison officer will coordinate mission requirements per the Flight/Medical Crew Briefing at Attachment 4. The aircraft commander, loadmaster, and entire primary medical crew will conduct a daily brief at the aircraft before take-off using the Flight/Medical Crew Preflight Briefing at Attachment 4. Debrief daily flight operations (aircraft commander and MCD as a minimum) before entering crew rest.

10.2.15. (Added) Dispensing Over the Counter Medication to Passengers (AME Onboard). When required, loadmasters will normally administer over the counter medication from the passenger service kits to passengers. Flight nurses may administer over the counter medications to passengers IAW AMCSP 164-50, Vol. 1, *Aeromedical Evacuation Training Standards, Ground and Flight Training,* para 5.4.5.7, but must document on AF Form 3829, **Summary of Patients Evacuated by Air**. The intent here is to circumvent potential legal repercussions that could affect registered nurse licensing.

10.2.16. (Added) Medical Crew Ground Egress. Following any emergency ground egress, all personnel will meet in one location as directed by the aircraft commander (Flight/Medical Crew Preflight Briefing - Attachment 4), or as directed by the aircraft commander during the "Fire On The Ground" checklist. The first two medical personnel who reach this area should face each other approximately 10 yards apart to count medical personnel and patients as they pass between them. After counting the last person, the two will compare numbers and inform the aircraft commander. The aircraft commander (in conjunction with the on scene fire marshal) will ultimately make the decision whether to reenter the aircraft to recover any remaining personnel.

10.2.17. (Added) Unit Mission Kits. In addition to the requirements listed in AFI 11-2C-141V3, paragraph 6.11, the following regulations (plus applicable supplements) will be included in Unit Mission Kits:

10.2.17.1. MARBI 13-201 *Airfield Operations* (local missions).

10.2.17.2. AFJI 13-210, *Joint Airdrop Inspection Record*s *Malfunction Investigations, and Activity Reporting,* (replaces AFR 55-40), (off-station tactical missions).

10.2.17.3. AMCI 36-2201 *Cockpit/Crew Resource Management (CRM) Aircrew Reporting System* (all missions).

10.2.18. (Added) Excess Bags on the Flight Deck. The flight deck will remain clear of all unnecessary bags during flight. Passengers will not hand-carry or otherwise stow baggage on the flight deck. There will be no loose items stored on the upper bunk. Properly restrain all items stored in the crew rest facility.

10.2.19. (Added) Life Support Equipment. Loadmasters will account for aircraft Life Support Equipment. Before each flight, sign the AFTO Form 46, **Life Support Prepositioned Equipment** (annotate any missing equipment in the AFTO Form 781, and AFTO form 46). Comply with the following:

10.2.19.1. Before leaving home station, the loadmaster will ensure that the proper life support equipment is on the aircraft. When life vests are in sealed bags, the loadmaster will check for the proper number of bags. For life vests distributed throughout the aircraft, the loadmaster will physically count the number of vests pre-positioned.

10.2.19.2. At enroute stations, the loadmaster will again check for the proper number of bags and ensure they are still properly sealed. Account for any life vests that had been pre-positioned. If any equipment is missing, the loadmaster will make every effort to retrieve the missing items, and, if possible, notify the appropriate agencies (i.e., command post, and life support).

10.2.20. (Added) March ARB Command Post Notification Requirements. Call in the take-off time and total flight time (781 time) to command post for all the following missions:

10.2.20.1. Local Training.

10.2.20.2. Local Air Refueling.

10.2.20.3. Local Airdrop.

10.2.20.4. Cactus.

10.2.20.5. All same day “out and backs.”

NOTE: For all off-station QEN missions transiting stations with no command and control facility, pass this information to AFRC command post and 452 AMW command post. For AMC missions, call TACC.

10.2.21. (Added) Customs and Agricultural Inspections. Aircraft requiring customs or agriculture inspections upon arrival at March ARB will accomplish the following:

10.2.21.1. Notify March ARB via the 452 AMW/CP (command post) (DSN 947-4665, (909) 655-4665, (800) 828-7290) of Customs and Agriculture requirements at least four hours before planned arrival time. For flights less than four hours, notify command post via telephone, or immediately after take-off using in-flight phone-patch capabilities.

10.2.21.2. Notify command post of any diverts, re-routing, etc. that would either delete the need for customs or agriculture inspections, or delay arrival time by one hour.
10.2.21.3. Foreign national space-available passengers to March ARB are prohibited (we have no INS inspectors available).

10.2.21.4. Place completed customs and agriculture critique forms in the mission package once Customs and Agriculture inspectors have completed them.

10.2.22. (Added) Functional Check Flight (FCF) Procedures. Designated FCF crewmembers will be certified to perform local FCF duties. 452 OG/OGV will document and maintain all FCF designated crewmember certifications after completing written examinations and initial checkout.

10.3. (Added) LOCAL FLIGHT PROCEDURES.

10.3.1. (Added) Instructor/Examiner Pilots (IP/EP). Read the IP Read file (located in the FCIF room) prior to flight.

10.3.2. (Added) Local Traffic Pattern. Procedures are listed in the MARBI 13-201. This regulation is posted in the IP/EP read file located in the FCIF room and a copy will be maintained in individual Unit Mission Kits.

10.3.3. (Added) North Departures. Crews may request clearance for a north departure in lieu of the SKYES departure as follows:

10.3.3.1. File for the SKYES SID.

10.3.3.2. Annotate “Request North Departure” under the remarks section of the flight plans.

10.3.3.3. At engine start time, notify ground control: “Request North Departure.”

10.3.3.4. Clearance for a north departure is issued on a “traffic permitting” basis.

10.3.3.5. Anticipate north departure instructions from the tower prior to take-off, or by SoCal once airborne.

10.3.4. (Added) Runway 14 Departures. When making runway 14 departures at March ARB, roll past the arresting gear cable at taxi speed before beginning take-off procedures. The runway length from this point is 11,800 feet.

10.3.5. (Added) Aerial Refueling/ATC Procedures. Before take-off, advise the tower of your intention to proceed direct to AR-209 immediately after take-off. Tower will notify Approach and ARTCC of your intentions.

10.3.6. (Added) 452 AMW Command Post Communications. Ensure that a crewmember monitors the 452 AMW command post frequency 349.4, 311.0 or 252.1 UHF. Notify 452 AMW command post when a training mission will be departing UHF range. (Does not apply to airdrop/air refueling flights.)

10.3.7. (Added) Engine Running Crew Changes (ERCC). ERCC ground time is 20 minutes. Compute this time interval beginning at the first half local's scheduled landing time. Comply with the following (see AFI 11-2C-141V3, para.9.4.4.):

10.3.7.1. Plan ERCCs on Taxiway "F" before turning southbound on Taxiway "A." Do not block alert ramp access to Taxiway "F." If an ERCC is necessary at a location other than Taxiway "F," coordinate with command post, base operations, and ground control before initiating.

10.3.7.2. During engine running crew changes, the enplaning crew will not approach the aircraft until the deplaning scanner is in position, on headset, outside the aircraft. Each crewmember will wear ear protection while walking to and from the crew bus. Enplaning crewmembers will ensure that the bus driver does not park in the path of the aircraft.

10.3.7.3. A qualified pilot will be in the seat to monitor the brakes, aircraft systems, and radios at all times.

10.3.7.4. The enplaning scanner will accomplish a visual check of the aircraft forward and aft (do not enter any landing gear wheel well), and clear the area surrounding intended taxi route. If there is no enplaning scanner, the existing scanner will clear off interphone and accomplish the visual scan. The aircraft commander will clear the scanner to board the aircraft after the crew change is complete.

10.3.7.5. Begin with the "Before Take-off Checklist" once the crew change is complete.

10.4. (Added) Tactical Flight Procedures.

10.4.1. (Added) Forms Completion. Mission commanders/aircraft commanders will ensure completion of the following:

10.4.1.1. AF Form 4096, **Airdrop/Tactical Airland/Air Refueling Mission Recap.** Mission commanders/aircraft commanders will ensure accomplishment of this form on all JA/ATT missions and on local airdrop missions. Use this data to improve our airdrop process. Ensure their accuracy and completeness. Document any problems with the aircraft, SKE, or airdrop systems in the remarks sections of this form. Submit to 452 OSS/OSK (tactics) upon mission termination. Reference AFI 13-217, *Assault Zone Procedures,* for completion.

10.4.1.2. **Station Keeping Equipment (SKE) / Zone Marker (ZM) Debrief / Malfunction Report.** Aircraft commanders will ensure completion of the AF Form 4096 for any SKE / ZM malfunctions in addition to appropriate AFTO Form 781 write-ups. Submit the AF Form 4096 to 452 OSS/OSK (tactics) upon mission termination.

10.4.2. (Added) Flight Authorizations/Crew Complement on Airdrop Training and Evaluations Flights. The goal of the following policies is to prevent having two unqualified airdrop pilots in the seats simultaneously:

10.4.2.1. Aircraft Commander Wing Upgrade/Re-qualification Training. During local aircraft commander wing upgrade re-qualification training flights, the Instructor Aircraft Commander (IAC) will be in command. The IAC will occupy the copilot seat.

10.4.2.2. Copilot Upgrade Training. An IAC will occupy the pilot seat during all training flights.

10.4.2.3. Initial Aircraft Commander Lead Evaluations. The examinee will be in command on the flight authorization. A current and qualified airdrop copilot will occupy the copilot seat (not a wing or lead pilot).

10.4.3. (Added) Airdrop Malfunctions. Refer to AFJI 13-210, *Joint Airdrop Inspection Records, Malfunction Investigations, and Activity Reporting*. Crewmembers will brief the aircraft commander on all details regarding any airdrop malfunction, regardless of the drop outcome. For any airdrop malfunctions (local or off-station), complete the following:

10.4.3.1. Mission commanders/aircraft commanders will immediately notify the 452 AMW command post of any airdrop malfunction or off-DZ drop. Include any parachute malfunction, injury or any equipment/CDS malfunction in the extraction, deployment or release phase of the drop.

10.4.3.2. The navigator and loadmasters will complete the DD Form 1748-2, **Airdrop Malfunction Report (Personnel-Cargo)** in accordance with AFJI 13-210. Submit the completed 1748-2 to 452 OSS/OSK (tactics) as directed. If the primary cause of the incident is attributable to the user, annotate whether or not the user accepts responsibility for the off-DZ drop.

10.4.3.3. For local missions, proceed as follows:

10.4.3.3.1. The loadmaster will remain at the aircraft to debrief maintenance and/or aerial delivery. Secure any aircraft airdrop systems (i.e., restraint rails, etc.) that caused the malfunction, or seal the aircraft if this is not possible. Do not allow anyone access to the malfunctioning system/equipment until standardization/evaluation, tactics, or safety has the opportunity to investigate.

10.4.3.3.2. The command post will accomplish appropriate OPREP reporting per AFM 10-206 *Operational Reporting* and 452 OSS/OSK (tactics) notified.

10.4.3.4. For off-station missions, do not attempt further drops until the cause of the malfunction(s) can be determined and corrective action taken as coordinated through the appropriate CCC.

10.4.3.5. Clarification of Airdrop Emergency Procedures. Emergency procedures specify that the loadmaster notifies the pilot and immediately takes the appropriate action. Proceed as follows:

10.4.3.5.1. Heavy Equipment Malfunctions (to include cutting the extraction line, when required). Existing procedures do not require the extraction line to be cut on command of the pilot so that the malfunctioning extraction parachute for the load/aircraft is released as soon as possible. The extraction line is cut to prevent aggravating the situation, in case of a secondary failure in the extraction system, which could result in an unintentional extraction of the load, by the main deployment parachutes. The loadmaster will notify the crew when the extraction line has been cut to aid in locating the released extraction parachute.

10.4.3.5.2. Personnel Emergency Procedures. Existing procedures specify that a towed/fouled parachutist's static line is cut on the pilot's command. The intent here is to preclude the parachutist from being released into another potential hazard such as water, power lines, built up areas, etc.

10.4.4. (Added) In-flight Rigging of Equipment. Complete all in-flight rigging of airdrop equipment loads prior to initiating the pre-slowdown checklist. To enhance safety and eliminate the necessity for loadmasters to perform checklist items while completing airdrop in-flight rigging, all in-flight rigging requirements should be coordinated between the pilots and loadmasters during their aircraft commander briefing.

10.4.5. (Added) Checklists on Tactical Low-level Sorties. The "After Take-off," "Climb", "Cruise" and "Descent" checklists may be deleted on tactical low-level training missions.

10.4.6. (Added) Standard Airdrop Training Bundles (SATB) Procedures. Do not drop SATBs on top of live personnel or use them to simulate CDS drops. For SATBs simulating heavy equipment, the cargo doors must be operational and the extraction parachute release assembly must be operational prior to use. Do not drop SATBs through the troop doors or off the ramp for a simulated heavy equipment drop. If actual heavy equipment platforms and heavy SATBs are dropped from the same element, element leads will fly to the heavy equipment CARP. Base drop timing upon your type of simulated load.

10.4.7. (Added) SKE Procedures. SKE low-level routes will be flown simulating IMC conditions. (i.e., perform loss of SKE, late aircraft join-up and other maneuvers as if the formation was IMC); however, do not fly SKE routes and altitudes in actual IMC conditions. All local Desert Center and Bullhead SKE routes are VFR only routes. Comply with the following:

10.4.7.1. One of the pilots will check INS airdrop data no later than the pre-slowdown checklist for each SKE/INS/ZM drop. In addition, not later than 2 minutes before the drop, one of the

pilots should ensure that the navigator has updated the drop winds. If the mission calls for two or more drops of objects with different ballistics (i.e., actual personnel followed by SATBs simulating personnel), the pilot should check that the navigator has changed the ballistic data in the INS.

10.4.7.2. On approved SKE routes, if computed SKE drop altitude is unacceptably high, SKE formations may drop from VFR altitudes using SKE procedures, provided the formation is VMC at slowdown and will remain VMC until the DZ exit point. Lead aircraft will maintain proper terrain clearance at all times.

10.4.7.3. In order to reduce the possibility of SKE interference; use the slot enable function of the SKE. Enable the slot numbers of the aircraft in your formation and the zone marker (slot 01), and fly with the slot enable switch in the "SLEN" position.

10.4.7.4. Element Lead Loss of SKE. Proceed as follows:

10.4.7.4.1. Element Lead: Notify element wingmen, relinquish lead, and depart the formation IAW the lost SKE procedures in AFI 11-2C-141V3, para 18.43.

10.4.7.4.2. Wingmen: Reset the Leader Number as appropriate. After element lead is clear of the formation, the second aircraft will reset the Track While Scan information and assume the element lead position.

10.4.7.5. Set SKE proximity warning to 2000 feet when using SKE procedures.

10.4.8. (Added) Mission Planning. Accomplish the following prior to flight:

10.4.8.1. For unfamiliar routes, the pilots and navigator of each individual aircraft will attempt to meet one day prior to the flight to ensure all training and mission requirements are understood and coordinated. 452 OSS/OSK (tactics) will guide this process.

10.4.8.2. Formation Approaches/Tactical Arrivals at Civilian Airfields. Advise the intended airport of the planned approach profile. Coordinate with the airport manager (if one exists) or highest authority to gain approval. If local authorities are unavailable, contact the local FSS with intentions. For areas without local FSS, coordinate with 452 OSS/OSO (current operations), 452 OG/OGV (standardization/evaluation), and 452 OG/CC.

10.4.8.3. Chart Preparation. Navigators will, as a minimum, annotate the course from the IP to the first point after the DZ on a JOG (1:250,000) chart. Reuse charts if the same route is flown more than once. For published local training routes, reuse charts until superseded by a newer edition. 452 OSO/OSK (tactics) will maintain and provide access to the master CHUM chart.

10.4.8.4. Sectional Charts. Airspace restrictions are not adequately depicted on TPC and JOG charts. Annotate course, restricted area and MOA restrictions on a Sectional Chart.

NOTE: On unfamiliar routes, one crewmember will navigate with this chart.

10.4.8.5. VR routes. March ARB controls five VR routes in the local area (288, 289, 296, 299 and 1211). Refer to FLIP AP1B for policies and restrictions.

10.4.8.6. Low Altitude Tactical Navigation (LATN). March ARB has a designated Low Altitude Tactical Navigation Area named Grommet. Designated for conducting low-level navigation training, the specifications and official approval letter are on file with 452 OSS/OSK (tactics). Additional LATN area information may be found in FAA Handbook 7400.2, 2.7 and AFI 11-202V3, para 5.10., and 452 AMW Tactics Airdrop Flimsy. The Grommet LATN area includes all restricted areas and MOAs within the following geographical boundaries:

42 00 N 124 00 W 42 00 N 111 00 W

32 32 N 117 30 W 31 20 N 111 00 W

10.4.8.7. Flights over National Parks and Wilderness Areas. Normally, such areas should be avoided by 2,000 feet AGL or higher (check FLIP for applicable restrictions). Tactical missions planned to transition below 2,000 feet within the boundaries of wilderness areas will be coordinated with 452 AMW tactics.

10.4.8.8. Altimeter Updates. Navigators will plan and brief altimeter update points.

10.4.8.9. Day/Night Altitudes. From morning civil twilight to evening civil twilight, crews may conduct low-level flight operations at applicable Day VMC altitudes.

NOTE: If it becomes difficult to discern visual references, or mission safety is in question, climb to appropriate night VFR altitudes.

10.4.8.10. Route De-confliction. When multiple formations are operating in the same area, routes and TOTs will be de-conflicted through 452 OSS/OSO (current operations).

10.4.8.11. Changes to Local Training Missions. No later than one day before the mission, coordinate changes to the published mission profile (take off times, TOTs, routing, loads, etc.) with 452 OSS/OSO (current operations), 452 OSS/OSK (tactics), 452 AMW/CP (command post), plus any other participating units. Relay mission changes to the DZCO (Drop Zone Control Officer).

10.4.8.12. Formation Recovery. If computed landing distance exceeds one half of the runway available and RCR is 12 or less, formations will recover single ship. Do not conduct formation landing on runway lengths of less than 7000 feet.

10.4.8.13. Filing Procedures. Flight plans will be filed using the formation's call sign (i.e., "SLAM 10" or “SLAM 90”). Individual aircraft beginning with formation lead will assume sequentially numbered call signs (i.e., “SLAM 11,” “SLAM 12,” “SLAM 13,” etc.). If the

formation must break up, individual aircraft will retain their call signs. File a separate flight plan for late departing aircraft to arrive at the rejoin point. Designate this flight plan as "SLAM 99" and annotate "Spare Flight Plan" in the remarks section of the DD Form 175, **Military Flight Plan**.

***NOTE*:** File a separate flight plan back to March ARB if directed to depart the formation and land at Yuma/El Centro, etc., to pick up jumpers or other passengers.

10.4.9. (Added) Enroute Procedures.

10.4.9.1. Do not use "Hot Mike" after initiation of the pre-slowdown checklist

10.4.9.2. Formation Airdrop Take-off Times. All airdrop take-off times will be (A) coded to compensate for route timing adjustments to meet scheduled Time Over Target (TOT). Comply with the following:

10.4.9.2.1. Mission commander approval is required to change TOTs after AF stations time.

10.4.9.2.2. Formation lead will make every effort to meet the originally planned TOT.

10.4.9.2.3. Do not routinely change TOTs because of a late take-off

10.4.9.2.4. Revising take-off times. At AMC bases, command post will notify TACC/AFRC and all other applicable base agencies. At non-AMC bases, the mission commander will accomplish this function.

10.4.9.3. Aircraft Separation. As the situation dictates, use SKE proximity warning to the maximum extent practical. If SKE proximity warning activates, the offending aircraft will take immediate action to regain proper separation by immediately turning away from the other aircraft. Execute overrun procedures IAW AFI 11-2C-141V3, para 18.44. Do not reset the proximity warning until the pilot has taken corrective action that positively ensures proper separation.

10.4.9.4. Radio terminology. Acknowledge transmissions in formation sequence (i.e., "one," "two," "three," etc.). Do not count ghost positions.

10.4.9.5. Tactical Air Refueling/ATC Procedures. If proceeding to AR-209 after completing airdrop operations, advise LA Center of your intentions on initial contact.

10.4.10. (Added) Tactical Fuel Planning. The navigator of each aircraft will complete a tactical fuel plan on all airdrop missions. The aircraft commander will verify the accuracy of the fuel plan. Omit this requirement when flying routes published in the 452 AMW OSO/OSK Airdrop Flimsy. Complete a tactical fuel plan if flying any other event (air refueling, additional low levels, etc.).

10.4.11. (Added) Passengers on Tactical Flights. Passengers may be carried on tactical flights provided the following restrictions are met:

10.4.11.1. The mission is not performing airdrops on that sortie.

10.4.11.2. On SAAM/JA/ATT missions, the user or troop commander does not object.

10.4.11.3. Passengers remain strapped in their seats during low level training.

10.4.11.4. The aircraft is not flown above a cabin altitude of 10,000 feet MSL.

10.4.11.5. The aircraft commander reports seat availability to aerial port/passenger terminal.

104.11.6. Passenger service personnel brief passengers of potential roughness.

***NOTE*:** For the purpose of this discussion, do not consider Mission Essential Ground Personnel (MEGP) as passengers.

10.4.12. **(Added) Range Clearance**. Obtain range control clearance prior to entering any restricted area. Proceed as follows:

10.4.12.1. When the primary range control is not in operation, contact a secondary or alternate clearance authority to gain clearance into the restricted area. Normally, ARTCC, FSS, or approach control for the area will have the secondary authority, and in some cases, the personnel controlling the DZ can coordinate with range control and issue the range clearance. Ultimately the responsibility for range clearance remains with the aircraft commander. ***NOTE*:** Scheduled range clearance is not clearance to enter the restricted area.

10.4.12.2. Bullhead DZ. In order to conduct airdrop operations in R-2510 during normal operating hours, clearance must be received from Shadetree Control. Outside of normal operating hours, contact El Centro Tower or Los Angeles Center for range clearance. The implied altitude limit for this clearance is normally from the surface to 5,000 MSL.

10.4.13. (Added) Copilot Left Seat Policy. A copilot may fly airdrops from the left seat on local airdrops only, provided the copilot is a first pilot and an airdrop IP is in the right seat.

10.4.14. (Added) Buddy JA/ATT. Initial qualification airdrop aircraft commanders will normally accomplish an airdrop JA/ATT type mission with another tactically qualified aircraft commander, or above, before performing an airdrop JA/ATT type mission unsupervised.

PETER T. BENTLEY, Col, USAFR
Commander

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Attachment 1 (Added)
GENERAL LOADMASTER AIRDROP PROCEDURES

1.	The lead loadmaster will conduct the Loadmaster Specialist Briefing (not required for SATBs).
2.	Airdrop Malfunction Report, DD Form 1748-2 (Personnel-Cargo): a. AMC units will report all malfunctions of Air Force generated personnel, equipment, and standard airdrop training bundles (SATB) drops. b. When dropping other DOD units, report only those malfunctions resulting from extraction failures, hung troopers, and failure of the aircraft airdrop systems.
3.	Dropping actual heavy equipment, personnel or CDS will require all aircraft to be configured in accordance with mission frag and / or AMCR 55-4.
4.	SATB drops: **NOTE:** When there is only one loadmaster onboard, ensure the scanner dons a helmet and parachute/restraint harness at the pre-slowdown checklist and monitors the safety of the loadmaster until the doors are closed. a. Jump platforms and anchor cables are not required for simulated personnel drops. Air deflectors are required. b. Preflight the extraction parachute holder (including manual release) for simulated heavy equipment drops. Anchor cables are not required. c. Simulated CDS bundle drops are not authorized.
5.	Connect aft anchor cable supports on all airdrop missions using the cargo doors. This will prevent the pressure door from lowering inadvertently.
6.	Emergency Aft Restraint: a. When dropping multiple loads, position emergency aft restraint (for each load) while accomplishing the after loading checklist. Repositioning one set of chains is not acceptable. Connecting 10,000 lb. chains to floor fittings is authorized only for the most forward platform on the aircraft. Use the rail rings for all other platforms. Once connected to the rail rings, position the emergency aft restraint chains off the main cargo floor and along the rail section in such a way that they will not interfere with the operation of the rail locks. The intent here is to ensure removal of aft restraint prior to any subsequent drops. b. Attach emergency aft restraint to receptacles immediately forward of the restraint rail mechanisms when using the 25,000 lb. combination rail fittings.
7.	For multiple platform airdrops, left-hand lock settings are at the discretion of the primary loadmaster. Ensure that all loadmasters onboard are aware of the settings. Ensure there is positive override when retracting the locks.
8.	All airdrop loadmasters require a working knowledge of manual override for the #3 hydraulic cargo ramp and door system.
9.	Set all the right-side restraint rail locks to the maximum setting after all drops are completed.
10.	Inflight Operation of the Cargo Doors: a. Engage the pressure door open light bypass switch if the pressure door will remain open until after the last drop. b. In the event the Ramp Lock Pins Fully Retracted light illuminates between drops, turn on the #3 hydraulic system pumps and position the ALL DOORS switch to Close. c. Use manual override IAW the T.O.1C-141C-1 if this procedure does not work. After the light has extinguished, consider installing the ramp Manual Safety Pins. **NOTE:** Remove the pins before reopening the cargo doors. **CAUTION:** Ensure that the Ramp Lock Pins Fully Retracted light is illuminated to prevent damage to the rods before closing the doors after any drop. If the light is not on, turn on #3 hydraulic system and position the All Doors switch to "OPEN". If the light does not illuminate, use manual override IAW T.O.1C-141C-1. d. If the Petal doors do not lock when closing: stop; reopen, and attempt to close again. If this does not remedy the situation, follow T.O.1C-141C-1 procedures

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Attachment 2 (Added)

LOADMASTER SPECIALIST BRIEFING

A2.1. Personnel

A2.1.1. On mass paratroop drops; ensure that seats to be folded will not cause jumper entanglement. The primary loadmaster and Jumpmaster will discuss seat-folding procedures before Air Force station time.

A2.1.2. Up to 10 static lines may be retrieved manually when multiple passes are planned. Rig the static-line retriever cable for use in case of an emergency, and on the last pass. Attach winch cables to spools and safe-tie for use if a Jumpmaster is hooked to the cable. Use the retriever winch regardless of the number of jumpers exiting the aircraft on a single pass.

A2.1.3. Use retriever winch cable stowage clips at FS 1278 L & R. If these clips fail to hold the cable in flight, use any safe means to secure the cable in place until completion of the drop. If an alternate method is used to secure the cable, ensure the clip failure is entered in the aircraft forms.

A2.1.4. Gather and return all post airdrop equipment to the appropriate agency.

A2.1.5. This concludes the briefing. Are there any questions?

A2.2. Heavy Equipment

A2.2.1. Before completing the DD Form 1748, annotate (in the “remarks “ section) those items that require in-flight rigging. Accomplish an in-flight check on these items before initiating the pre-slowdown checklist.

NOTE: All items that can be rigged on the ground will be rigged prior to signing the DD Form 1748 (i.e., hooking the type IV link to the extraction chute and attaching extraction line to extraction clevis, etc.).

A2.2.2. When rigging 15-foot extraction parachutes, ensure that the type IV connector link side plate between the parachute and the extraction line is locked in place before hanging the parachute in the extraction holder. Seat the keeper sleeve on the extraction line tight against the type IV connector link. Tape securely in place.

A2.2.3. Secure side-facing seats (adjacent to and aft of airdrop platforms or CDS bundles) with a CGU-1B cargo strap. Attach the strap by connecting one end to a seatbelt attachment ring, routing it over the seat back upper support tube, and then back down to another attachment ring.

A2.2.4. Discuss emergency procedures at the aircraft commander / loadmaster briefing.

A2.2.5. On local airdrop missions after completion of heavy equipment drops, loadmasters will dial out the right hand locks to the maximum aft restraint setting. This measure is designed to prevent follow on missions from departing with insufficient aft restraint on the right hand locks.

A2.2.6. Tape the Pressure Door Switch Guard (located on the crew door interphone panel) closed.

A2.2.7. For pallet positions 12 and 13, any retractable lips with missing / broken pip pins may be tied out with 80 Lb. tape.

A2.2.8. Ensure all post airdrop equipment is gathered and returned to the proper agency.

A2.2.9. This concludes the briefing. Are there any questions?

A2.3. Container Delivery Systems (CDS)

A2.3.1. Before mission departure, inventory all items in the CDS kit and check the retriever winch control box for proper operation. If Centerline Vertical Restraint (CVR) system is used, ensure all required components are available and fit properly in the aircraft floor.

A2.3.2. Secure side facing seats (adjacent to and aft of airdrop platforms, or CDS bundles) with a CGU-1/B cargo strap. Attach the strap by connecting one end of the strap to a seatbelt attachment ring, routing it over the seat back upper support tube, and then back down to another attachment ring.

***NOTE*:** Brief items 3 through 5 below if the CVR system is used.

A2.3.3. Determine the pulley assembly location by the location of the container(s) in the aircraft. On local missions, when dropping less than four bundles, position the pulley assembly at FS 1318. This action will allow the chain gate system to be rigged at FS 1298.

A2.3.4. Attach the guillotine knife to the inboard side of the release gate(s) near the aft corner of the container and safe-tie. Do not position the knife so far aft as to increase the likelihood of entanglement with the container webbing.

A2.3.5. Vertical restraint flanges will be extended if containers are loaded aft of fuselage station 1320.

A2.3.6. Ensure that the release gate is as tight as possible so the guillotine knife makes a quick, clean cut.

A2.3.7. Return all CDS equipment to the storage box after drop completion. Annotate any items found missing or defective on the bottom of the inventory list located inside the kit. De-configure all CVR to expedite 780 shop retrieval.

A.2.3.8. If the Chain-Gate system is used in lieu of the Buffer Stop Assembly, face the tie-down device hook forward in the aircraft. This will eliminate any possible container webbing hang-ups.

A2.3.9. This concludes the briefing. Are there any questions?

***NOTE*:** SATB briefings are not required.

Attachment 3 (Added)

NAVIGATOR SPECIALIST BRIEFING GUIDE

1. TAKE-OFF
   -SKE
   -VFR
   -Timing/Headings/Altitudes
2.ENROUTE
   -CFP vs Filed Route vs Planned Route
   -SKE Headings Transmitted to Followers (Mag or True)
   -Pilots PFD: SYN MAG – ON (Mag) or OFF (True)
   -Altitudes: MSA, ESA, Night Altitudes
3. LATEST TAKE-OFF TIME
   -Make TOT with no orbit, cutting corners and max air speed
   -Route of flight to make this time good.
4. FUEL REQUIREMENTS
   -Weight over the DZ for personnel and CDS drops.
   -Required ramp fuel at intermediate stops.
   -Require fuel at AR exit.
5. PREFLIGHT DESCENT POINT
6. TIME CONTROL
   -How and where time can be gained or lost on the low level route
7. PLANNED ORBIT/JOIN-UP
   -Place/altitude
   -Time to depart orbit
8. CHECKPOINTS AND TERRAIN
   -Airports, significant terrain/towers along route.
   -Controlling obstacles
   -CHUMS
   - Altimeter update point

NAVIGATOR SPECIALIST BRIEFING GUIDE (cont.)

9. INS UPDATES
   -Selected TACAN stations
   -Low level manual updated points
10. SLOWDOWN
   -Planned slowdown point / how calculated
   -Earliest descent point.
   -Latest descent point to make six mile stabilization
11. CARP COMPUTATION
   -Load weights and chute types for each aircraft
   -Wind restrictions
   -Wingman backup timing for no ZM mix drop
   -Drop Altitude / Usable DZ
12. DZ RUN-IN
   -Visual checkpoints
   --Use 1:50,000 chart or DZ photograph
   --DZ alignment crosschecks
   -Smoke and visual drop signals
   -Timing panels
   -Alternate timing points
   -Deck angle for “caveman method”/FPA (Flight Path Angle) on ADI
13. DZ ESCAPE
   -Standard/Non-standard
   -Timing
   -Heading/Altitude
   -Next event, i.e., to low level, high level, etc.
14. ARRIVAL
   -SKE
   - Timing/Heading/ Altitudes

Attachment 4 (Added)

FLIGHT/MEDICAL CREW BRIEFING

On Aeromedical Readiness Missions, the medical liaison officer will report to the flight crew briefing, 2+15 (2+45 if show time is 2+45) hours before scheduled take-off. The aircraft commander and medical liaison officer will exchange the following information at the pre-mission briefing:

1. Corrected orders and number of flight / medical crewmembers faxed with flight crew orders to Command Post.
2. Take-off time and mission itinerary
3. Weather
4. Training / flight evaluation requirements
5. Name of aircraft commander / medical crew director(s) / primary loadmaster
6. Tail number and parking location of aircraft / spare
7. Crew bus / Rampco coordination
8. Maintenance / configuration status of aircraft
9. Special mission requirements

FLIGHT/MEDICAL CREW BRIEFING (cont.)

Flight and medical crewmembers will exchange the following information:

1. Mission itinerary – Flight / ground times / potential mission delays
2. Passenger status – non US citizens and VIPs
3. Patient requirements – cabin altitude restrictions / other limitations
4. Intelligence briefing / escape and evasion briefing (high-threat areas)
5. Training and / or flight evaluation requirements
6. MCD on headset for take-off / landing (if applicable)
7. Weather during flight and enroute stops
8. Corrected orders with accurate count of medical crew members
9. Crew egress and one common location to meet for final head count
10. Meal times, special patient/passenger diets, location of third Aeromedical Evacuation Technician
11. Medical equipment that may affect aircraft operation
12. Hazardous cargo
13. Billeting for entire crew-flight/medical.
14. Planned alerting procedures / potential delays / bus times (entire crew)

Attachment 5 (Added)

AIRLAND / AIR REFUELING /AEROMEDICAL EVACUATION
LAUNCH SEQUENCE OF EVENTS

EVENT	**TIME TO SCHEDULED TAKE-OFF**
MX RELEASES AIRCRAFT	3+30
CREW ALERTED (AS REQUIRED)	3+15
SHOW TIME / AIRCREW BRIEFING	2+15
FE PICK UP LAPTOP COMPUTER @ BASE OPS (AS REQ) and FE & LM PICK UP GUNS (AS REQ)	*2+05
AME PICK-UP * (at Enroute locations, AME Pick-Up will be as briefed by AC and MCD)	1+45
FE & LM ARRIVE AIRCRAFT	1+55
FE & LM BEGIN PREFLIGHT	1+55
PILOTS ARRIVE AIRCRAFT	1+00
PASSENGERS / PATIENTS ARRIVE AIRCRAFT	0+55
CARGO LOADED	0+50
FLIGHT / MEDICAL CREW PREFLIGHT BRIEFING	0+50
PASSENGER / PATIENTS LOADED, BRIEFED	0+45
STATION TIME	0+30
ENGINE START	0+25
BLOCK OUT	0+20
TAKE OFF	0+00

*Home Station Departures ONLY (Not Applicable for Local)

Attachment 6 (Added)

AIRDROP
LAUNCH SEQUENCE OF EVENTS

EVENT	TIME TO SCHEDULED TAKE-OFF
MX RELEASES AIRCRAFT	4+30
CREW ALERTED (AS REQUIRED)	4+15
SHOW TIME	3+15
AIRCREW BRIEFING	3+00
FE & LM DEPART FOR AIRCRAFT	2+45
FE & LM BEGIN PREFLIGHT	2+30
AIRDROP LOAD ARRIVES AIRCRAFT	2+00
PILOTS ARRIVE AIRCRAFT	1+00
JOINT AIRDROP INSPECTION COMPLETE	1+00
PASSENGERS ARRIVE AIRCRAFT	0+55
PASSENGERS LOADED, BRIEFED	0+50
AIRCREW BRIEF	0+45
STATION TIME	0+30
ENGINE START	0+25
BLOCK OUT	0+15
TAKE OFF	0+00