

434ARWI 10-402

BY ORDER OF THE COMMANDER 434TH AIR REFUELING WING

434 AIR REFUELING WING INSTRUCTION 10-402

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Operations

ALERT PLANNING FACTORS AND PROCEDURES

OPR: 434 ARW/XPO (Maj. Russell Muncy)

Certified by: 434 ARW/XP (Lt. Col. Duane Schaefer)

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This instruction implements AFPD10-4, *Operations Planning*. It establishes policies and procedures for use by the 434 Air Refueling Wing Alert Force. It is derived from AMCI 10-450, Vol. 4, *Support of Alert Forces* and contains information pertaining to aircrews and support personnel. All individuals who perform alert duty must be knowledgeable with the contents of this instruction. It applies to all units assigned on Grissom ARB. Violations of the specific prohibitions and requirements of this instruction by military personnel may result in prosecution under the Uniform Code of Military Justice (UCMJ).

SUMMARY OF REVISIONS

This revision realigns this instruction in its entirety. It also incorporates 434 Wing Form 1, **Mission Materials Inventory Receipt**.

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Chapter 1

ADMINISTRATION

1.1. Concept. The current Single Integrated Operational Plan (SIOP) alert concept is to remain prepared to resume active alert operations very quickly and efficiently when directed. We also have conventional alert commitments supporting top priority higher headquarters directed missions. Procedures contained herein supplement applicable flight manuals and checklists.

1.2. Classification. The material in this instruction is unclassified but designated “FOR OFFICIAL USE ONLY” under the provisions of DoD 5200.1-R, *Information Security Program*, Sec. 2-203. Information contained herein will be disclosed only to those individuals directly involved with the alert

force.

1.3. Terms Explained:

1.3.1. Alert Aircraft Parking Area (AAPA). That area of aircraft parking designated by Security forces as per the Installation Security Plan (ISP) for protection of aircraft designated as national Security Resources.

1.3.2. Alert Facility. Building 600. Overflow alert billeting will be assigned and designated as required.

1.3.3. Alert Facility Manager/Assistant Manager. The Non Commissioned Officer (NCO), and their assistant, assigned to the alert facility. The Alert Facility manager is in direct charge of the facility and is responsible for all maintenance and facility operations dealing with the alert force. This is an additional duty assignment until the Wing resumes hard alert operations.

1.3.4. Cocked Aircraft. A combat configured aircraft that has been pre-flighted and declared cocked by the aircraft commander.

1.3.5. Generated Aircraft. A fully pre-flighted aircraft ready for conventional or modified SIOP alert.

1.3.6. Launch-Able Aircraft. A previously cocked aircraft capable of meeting alert launch timing but which is in an intermediate condition between cocked and uncocked while undergoing maintenance or refueling. Do not report an aircraft as uncocked when it is launch-able.

1.3.7. Senior Aircraft Commander. The senior ranking aircraft commander on alert scheduled for a complete tour of duty. This individual acts as the Officer-in-Charge of the alert force. A senior aircraft commander will be designated at the beginning of each alert tour following generation of the entire alert force.

1.3.8. Non-Optimum Launch. Simulated or actual launch utilizing runway 05.

1.3.9. Optimum Launch. Simulated or actual launch utilizing runway 23.

1.3.10. TANGO Alert. A continuous mission tasking requiring crews to remain in close proximity to dedicated aircraft to meet high priority response timing criteria. Crew members assigned TANGO Alert status will remain in direct contact with Command and Control authorities and ensure their personal ability to meet gaining MAJCOM mission requirements. An individual scheduled for TANGO alert may perform routine duties, ground training and/or mission preparation during their regularly scheduled work period. Twelve hours of uninterrupted crew rest will be afforded prior to reporting for work on any day an individual will begin TANGO alert status. Alert duty does not constitute official crew rest, but is designed to provide sufficient rest to meet mission requirements. Applicable flight duty periods begin upon mission execution and restrictions will be determined by gaining MAJCOM at the time.

1.3.11. Uncocked Aircraft. A previously cocked aircraft that is subsequently relieved from sortie responsibility by a scheduled replacement or declared unable to launch because of maintenance or operational reasons.

1.4. Deviations. Deviations from this instruction may be authorized by the 434th Air Refueling Wing Commander (CC), the 434th Air Refueling Wing Vice Commander (CV) and the 434th Operations Group Commander (OG/CC).

1.5. Alert Force Support Committee:

1.5.1. Purpose. An alert force support committee is established whenever the 434 ARW has an active SIOP hard alert commitment. The committee monitors alert force operations, provides timely inputs to ensure currency of this instruction and provides the commander with a status of all aspects of alert force

operations.

1.5.2. Procedures. The 434 OG/CC chairs the alert force support committee, which will normally consist of:

434 ARW/CP	434 ARW/XPO	434 OG/AL	434 SPTG/CEOC	434 SPTG/SP
72 ARS/DO	74 ARS/DO	434 AGS/LGG	434 LSS/LGL	434 OSF/DO
434 OSF/AT	434 OSF/ATB	434 OSF/ATW		

Meetings should convene quarterly at Bldg. 600 or as determined by the chairperson.

1.6. Office Of Primary Responsibility. The OPR for this instruction is 434 ARW/XPO. This office will revise the instruction as necessary. Changes will be held to a minimum and revisions released only when required or when material has a direct impact on the alert force.

Chapter 2

HARD ALERT ACTIVATION

NOTE: Information in Chapters 2 through 12 is written to cover actions and requirements of Single Integrated Operational Plan (SIOP) hard alert operations. This increased readiness status assumes a level of recall or activation that allows the unit to meet the full complement of support and services requirements. Chapter 13 covers the requirements of day to day modified SIOP alert and conventional alert where they differ from the information in previous chapters.

2.1. Facility:

2.1.1. The alert facility is maintained in a configuration that facilitates a rapid resumption of hard alert operations. Areas designated as inactive receive minimal custodial services.

2.1.2. The point of contact for activation is the alert facility manager or assistant. The facility manager or his designated representative must be available at all times to supervise upgrade to full occupancy of the alert facility and set up for alert controllers.

2.1.3. Following notification to reactive the full alert facility, the alert facility manager or his designated representative will accomplish the activation checklist.

2.2. Personnel:

2.2.1. The alert facility is staffed with a manager and an assistant at all times. They serve in other capacities except when the wing resumes hard alert operations.

2.2.2. The 434 OG/CC and OG/AL are responsible for ensuring four alert controller augmentees are identified from base resources IAW AMCI 10-450, Vol. 4, *Support of Alert Forces*. These augmentees receive initial controller training and certification and quarterly proficiency training or testing thereafter. The alert management staff conducts the training.

2.2.3. When the unit initiates a pyramid recall, alert controller augmentees will report to the alert facility after unit sign-in. If headquarters directs hard alert activation, the augmentees remain assigned to alert management until no longer needed to support active alert operations.

2.3. Vehicles. Transportation ensures procedures are in effect to recall up to twenty (20) six-passenger vehicles or suitable substitutes for immediate use by the alert force. When notified, transportation will arrange delivery of these vehicles to building 663.

2.4. Security:

2.4.1. When hard alert activation is directed, the Law Enforcement Desk (LED) coordinates with the

alert facility manager or the on-duty alert controller and conducts a purge of the alert facility.

2.4.2. The LED coordinates with the 434 ARW Command Post (CP) and upgrades the Alert Aircraft Parking Area (AAPA) to a Protection Level 2 area.

2.4.3. The LED will coordinate with 434 ARW/XP and alert facility personnel to ensure they have the current “Response Codes” and “Duress Words” NLT one hour after notification of hard alert activation.

2.5. Services. Services ensures procedures are in effect to prepare meals “to go” for feeding the alert force on a daily basis. Procedures to deliver meals and collect money (with alert management personnel help) must also be ready for implementation.

2.6. Snow Removal. When headquarters directs hard alert activation, CES ensures procedures are in effect to upgrade snow removal priority along response routes to include the alert facility parking lot and the AAPA.

2.7. Communications. Combat crew communications will ensure alert management personnel are provided with tactical call signs for daily briefings.

Chapter 3

PERSONNEL

3.1. General Rules. Support for USSTRATCOM requires a rigid control of the alert force and strict compliance with published procedures. Instant response is necessary. We must avoid any delay that can result in failure to meet timing.

3.2. Dependent Visitation Program:

3.2.1. Dependent visitation privileges are limited to personnel actually performing alert. The following rules apply:

3.2.1.1. Visitation privileges are normally limited to dependents and immediate family. Visitation privileges for others may be approved by the Senior Aircraft Commander (SAC).

3.2.1.2. Visitation hours are Monday through Friday, 1630 – 2300L; Saturday, Sunday, and Holidays, 1100 – 2300L.

3.2.1.3. Visitation is limited to designated visitation areas. Aircrew sleeping quarters are off limits to visitors.

3.2.1.4. Visitors must be pre-announced, signed in on the AF Form 1109, **Visitors Register**, and properly escorted at all times.

3.2.2. Sponsors of visitors are responsible for the security and behavior of their guests. The following apply:

3.2.2.1. Report visitor arrival and departure times to the alert force controller.

3.2.2.2. Visitors will not drive themselves out to the alert facility. Crewmembers must escort their guests to and from the facility.

3.2.2.3. Sponsors will brief visitors on procedures to follow in the event of an alert force exercise or actual response. Visitors are to remain clear of responding crewmembers, then report to the south end of Bldg. 600 where the alert controller or alert facility manager will join them and escort them from the alert facility.

3.2.3. The alert force controller monitors visitors. The following procedures apply:

3.2.3.1. Report all problems to the SAC. Record problems and corrective actions on the controller’s

log.

3.2.3.2. Annotate the number of guests per sponsor next to the sponsor's name on the sign out board.

3.2.3.3. In the event of an alert force exercise or actual response, monitor visitors until arrangements can be made to escort them out of the area.

3.3. Senior Aircraft Commander (SAC) Duties:

3.3.1. Maintain overall supervision of alert force personnel.

3.3.2. Ensure a high state of aircrew member discipline and compliance with established directives.

3.3.3. Conduct periodic inspections to prevent vandalism, check for fire hazards and ensure overall upkeep of facilities and personal standards.

3.3.4. Coordinate and communicate with the Alert Facility Manager on all matters pertaining to alert force operations.

3.3.5. Conduct the daily alert briefings. On changeover day, the off-going SAC will brief their on-coming replacement on significant events. If the Alert Facility Manager (AFM) is not available, the SAC conducts the assumption of alert briefing.

3.3.5.1. Assign a duty crew to compute takeoff performance data and brief computed data daily. Additionally, report data to the CP no later than 0700L and 1900L, or as requested.

3.3.5.2. Coordinate with the maintenance supervisor and CP for snow removal. Direct aircrews to assist crew chiefs in the shoveling of snow as necessary. The CP controller will coordinate with snow control to ensure that alert aircraft and the alert ramp receive priority snow removal.

3.3.5.3. Monitor the vehicle operator care program to ensure maximum participation. Items of special interest include the daily inspection, proper servicing and interior cleanliness. Use windshield covers and the engine preheat system when frost or freezing is likely.

3.3.5.4. Attend the alert support committee meeting if one is scheduled.

3.4. Crew Freedom of Action:

3.4.1. Alert crews have the maximum freedom of action possible while on alert to include Grissom Aeroplex with the exception of Eagle's Point. However, response timing requires prudent judgement by all personnel. Changing postures or adverse weather conditions also dictate limitations. The following restrictions apply to aircrew travel while on alert at Grissom Air Reserve Base (GARB).

3.4.1.1. Only those building or areas having an operable klaxon horn are authorized destinations unless the crew member has an operable pager/Tactical Aircrew Alerting Network (TAAN) radio and a two-way handheld radio. Always monitor a pager/TAAN radio when outside the alert facility. Clear any exceptions to these requirements through the SAC and relay to the CP controller.

3.4.1.2. Normally, no more than six crew members should ride in an alert vehicle at one time. A mixture of crews whose aircraft are parked near each other is allowed if response timing is not jeopardized.

3.4.1.3. The unit may impose restriction for adverse weather, road conditions, runway change or unforeseen circumstances to ensure acceptable response timing by alert crews. The 434 OG/CC (or designated representative) will determine the degree of restrictions and relay the information to the CP controller. The CP controller will notify the alert facility controller and the SAC. The alert controller also posts these restrictions at the controller's office and notifies crew members when changes occur.

3.4.1.3.1. Restriction levels are:

3.4.1.3.1.1. CONDITION ALPHA: No restrictions.

3.4.1.3.1.2. CONDITION BRAVO: Restricted to alert facility, alert aircraft and work centers (Building 663, Building 668, Building 671, Dock 5, etc.).

3.4.1.3.1.3. CONDITION CHARLIE: Restricted to the alert facility.

3.5. Alert Force Sign In/Out Procedures:

3.5.1. Alert force personnel will sign in and out in person, utilizing the aircrew/aircraft status board located and maintained in the alert controller's office. It is the responsibility of the crew member to ensure full compliance with the following procedures.

3.5.1.1. Only sign out to one location at a time.

3.5.1.2. Report both arrival and departure times to the alert controller.

3.5.1.3. Upon notification of conditions restricting crew personnel to the alert facility, all personnel signed out must report in to the alert controller within 10 minutes of notification.

3.6. Qualification/Initial Checkout. Crew members must be certified SIOP mission ready prior to assuming SIOP alert duties at Grissom ARB. All alert crew members must tour alert vehicle response routes prior to performing alert duties. Pilots will tour all taxi and recovery routes prior to an initial alert tour.

3.7. Orientation For New Crew Members. The senior aircraft commander or a designated individual will conduct alert duty orientation for new crew members and support personnel at the alert facility. The orientation includes: assuming alert, alert response, taxiing, recovery routes, alert restrictions, radio procedures, local airdrome hazards and current threat conditions/Random Anti-Terrorism Measures (RAMS) as applicable.

3.8. Scheduling. The squadron sections schedule personnel for alert duty.

3.9. Personal Appearance. Crew members must maintain high standards of personal appearance IAW AFI 36-2903, *Dress And Personal Appearance Of Air Force Personnel*. Scarves will be worn with flight suits when outside the alert facility. Scarves need not be worn inside the alert facility except during VIP visits. Civilian clothing may be worn at the alert facility and at outside sports activities from 1630L until 2300L Monday through Friday, and Saturday, Sunday, and Holidays from 1100L until 2300L. The SAC is the final authority for enforcement of published directives. Display proper military courtesy at all times.

3.10. Daily Duty Schedule:

	Monday through Friday	Saturday, Sunday, and Holidays
Briefing	0715L	0945L
Preflight	0730L	1000L

3.11. Tour Length. After activation and generation, the normal tour length is seven days. Any changes to the tour length are at the discretion of the 434 OG/CC. For alert crews being relieved, Combat Crew Rest and Recuperation (CCRR) normally begins on hour after the assumption of alert briefing on changeover day. CCRR is managed in accordance with AMCI 10-450, Vol. 4.

3.12. Billeting. The alert controller assigns billeting. Crewmembers are responsible for the security and condition of equipment in assigned rooms.

3.13. Dining Procedures. The Grissom club is located off base and is not klaxon equipped; therefore, crewmembers must carry a pager/TAAN and handheld two-way radio when going to the club. During restricted alert, OG/alert facility personnel will arrange for and deliver meals to alert crews as necessary.

3.14. Alert Facility General House Rules:

3.14.1. Purpose. To establish a set of rules that ensures that the comfort and well being of the majority are not infringed on by the careless or undisciplined acts of the few.

3.14.2. Applicability. These rules apply to all personnel assigned to, using or visiting the alert facility.

3.14.3. Procedures. The alert facility management, the SAC and all crewmembers are jointly responsible for the enforcement of the following rules.

3.14.3.1. The public address system will not be used after 2300L hours except in an emergency. Wake up music or signals of any kind are not used until 0700L hours on duty days and 0900L hours on non-duty days.

3.14.3.2. Except for crewmembers in crew rest for a scheduled launch, alert force personnel must vacate sleeping quarters for custodial cleaning.

3.14.3.3. Store clothes and dirty laundry out of sight.

3.14.3.4. Clean out refrigerators before alert changeover.

3.14.3.5. Hang towels neatly on the towel racks provided.

3.14.3.6. The civil engineers preset the thermostats. Crew members are not to reset them. Keep room air ducts open to provide adequate ventilation.

3.14.3.7. Washing machines and dryers are available. Only alert crew members are authorized to use these machines. Personnel should check the dryer lint trap prior to use and clean the lint trap after use to prevent a fire hazard.

3.14.3.8. Each individual assumes personal responsibility for general cleanliness and appearance of the alert facility to include policing public areas after use. Immediately clean up any spills you create.

3.14.3.9. The alert facility manager inspects the sleeping quarters every Monday to ensure compliance with established rules.

3.14.3.10. The SAC will conduct a general inspection of the facility each evening prior to retiring. Discrepancies are corrected immediately.

3.14.3.11. The alert facility is a non smoking facility. Smoking is authorized outside the east doors. Use of the butt cans is mandatory.

3.15. Consumption of Alcohol. Consumption of alcohol is prohibited by personnel performing alert duties, alert support personnel while on duty or during duty hours, and crewmembers within 12 hours of assuming alert. No alcoholic beverages are allowed in the alert area to include; alert facility, aircraft ramp area or in alert vehicles by crewmembers or visitors. Any violation of this prohibition subjects the violator to prosecution under the UCMJ or administrative action, such as reprimand, demotion, and/or discharge from the service.

3.16. Crew Curfew. All crewmembers must return to the alert facility not later than 2300L, and should not leave the facility prior to 0700L.

Chapter 4

ALERT FACILITY MANAGEMENT

4.1. Key Personnel. The following personnel have direct control or responsibility affecting the alert force; ARW/CC, ARW/CP, ARW/XPO, OG/CC, OG/CD, OG/AL, SAC on alert, 72/74 ARS/DO, AGS/LGG, and LSS/LGT.

4.2. Key Personnel Duties:

4.2.1. 434 ARW/CC:

4.2.1.1. Implements policies from higher headquarters pertaining to the alert force.

4.2.1.2. Approves local policies pertaining to the alert force, as required by this instruction.

4.2.2. 434 ARW/CP:

4.2.2.1. Maintains constant direct command and control of the alert force.

4.2.2.2. Creates and maintains SIOP checklists.

4.2.2.3. Conducts and documents SIOP Command Control procedures (CCP) training for crewmembers.

4.2.2.4. Assists 434 OG/AL in training alert CQ controllers.

4.2.2.5. Stores conventional alert mission packages and communications kits.

4.2.3. 434 ARW/XPO:

4.2.3.1. Advises the alert facility manager on SIOP and conventional alert procedures and requirements and assists as necessary to ensure the continued capability to accomplish alert missions.

4.2.3.2. Monitors alert aircraft and sortie operations to ensure compliance with instructions and directives.

4.2.3.3. Provides assumption of alert and pre-takeoff briefings to generating crews.

4.2.3.4. Assembles, maintains, and issues **SIOP Crew Mission Folders (CMFs)** to aircrews.

4.2.3.5. Assembles conventional alert mission packages.

4.2.3.6. Conducts and documents SIOP training for crewmembers.

4.2.4. 434 OG/CC:

4.2.4.1. Determines the type and location of alert crew billeting and dining facilities.

4.2.4.2. Is responsible for the management of the alert facility, supervision of alert force operations, and coordination of activities in support of the alert force.

4.2.4.3. Provides qualified alert force personnel as required.

4.2.5. 434 OG/CD chairs the alert force support committee.

4.2.6. 434 OG/AL:

4.2.6.1. Ensures compliance with all policies of the 434 ARW/CC and OG/CC pertaining to alert crew activities.

4.2.6.2. Implements an ongoing facility modernization program by identifying, planning, programming and budgeting needed replacement items.

4.2.6.3. Maintains overall supervision of alert force activities.

4.2.6.4. Ensures trained alert controllers are available for duty.

4.2.6.5. Ensures alert force vehicles are maintained in optimum mechanical condition.

4.2.6.6. Ensures comprehensive security and disaster preparedness programs are developed.

4.2.6.7. Maintains a schedule of crew and aircraft assignments.

4.2.7. The SAC conducts the weekly assumption of alert briefing.

4.2.8. 72/74 ARS/DO schedules fully qualified mission ready aircrews for alert duty.

4.2.9. 434 AGS/LGG schedules fully qualified crew chiefs for alert duty.

4.2.10. 434 LSS/LGT provides fast ride vehicles and transportation as necessary to support the alert force. Upon activation of hard alert status, the alert force is accorded highest priority and resources are redistributed from other agencies as required to meet the alert requirements.

Chapter 5

OPERATIONS

5.1. Test Alerts. We conduct SIOP alert exercises to ensure our ability to meet timing criteria. EAP-STRAT, Vol. V, *Aircrew Emergency Action Procedures* governs these exercises and the crew's reaction to them. All crews must be familiar with procedures and information in EAP-STRAT, Vol. V, prior to assuming alert.

5.2. USSTRATCOMM Alerts. Alert crew response is IAW EAP-STRAT, Vol. V procedures, appropriate command and control checklists and directions issued by CP.

5.3. Evacuation. In the event of serious weather or other hazard, the commander may decide to evacuate the alert force and other aircraft. Should this occur, CP will recall all crews to the alert facility. Evacuation is in accordance with the weather evacuation plan or via buggy ride procedures if the evacuation is time critical.

5.4. Alert/Fast Reaction Supervision. The 434 OG/CC and SOF will proceed to the alert ramp or main ramp as applicable, to monitor alert responses. They will monitor all aircraft movement and render radio assistance to the tower or an aircraft when an unsafe condition exists. Preset and select Channel 9 (311.0) in the UHF radio. Set Guard frequency (243.0) in the manual window and use it to override all radio transmissions when a hazardous condition is detected. Any person can terminate an exercise anytime an unforeseen hazard develops which may affect the safety of personnel or equipment. Take immediate action to correct the hazardous condition and re-direct traffic flow as soon as possible. Immediately following the exercise, the SOF will brief the OG/CC on any discrepancies observed.

5.5. Forms:

5.5.1. DD Form 365-4, **Weight and Balance Clearance Form.** Each crew will accomplish a current DD Form 365-4 using the planned fuel load, and update it as required. The boom operator maintains a copy on the aircraft after the aircraft commander signs it. Another copy of the form will be maintained at the alert controller's desk..

5.5.2. Flight Authorization. An AMC Form 41, **Flight Authorization** is not required for an unscheduled launch of alert crews. Flying squadrons will prepare and file a Form 41 with base operations as soon as possible after an alert crew launch.

5.5.3. AFTO Form 46, **Prepositioned Life Support Equipment.** Conduct an inventory of all life support equipment on alert aircraft. The aircraft commander, or designated representative, will sign the AFTO Form 46 prior to cocking the aircraft on alert.

5.6. Aircrew Changeover:

5.6.1. Hold an aircrew assumption of alert or daily alert briefing at 1800L.

5.6.2. The on-coming aircraft commander will sign an AF Form 1297, **Temporary Issue Receipt**, for a hand held radio and charger. CMF and communications document changeover is in accordance with Chapter 7.

5.6.3. Crewmembers must have clothing and equipment as outlined in MCI 11-235, Vol.6, *C/KC-135 Operations—Aircrew Procedures* and AMCI 10-450, Vol. IV, *Support of Alert Forces*. Required equipment includes all personal and flying gear along with the “A”, “B”, “C”, and “D” mobility bags.

5.6.4. Assumption of Alert. Responsibility for alert by the on-coming crew begins when the aircraft commander or designated representative signs the 434 ARW Form 1, **Mission Materials Inventory Receipt**. After the on-coming crew loads their professional gear and signs the 434 ARW Form 1, the off-going crewmembers will download their professional gear.

5.6.5. The on-coming crew accomplishes a preflight inspection as required by current checklists and directives.

5.6.6. On-coming flight crew will check the AFTO Form 781, **Aerospace Vehicle Flight Data** document.

5.6.7. Combat crew comm personnel will be available at the alert facility to issue new communication kits to the on-coming crew and retrieve kits from off-going crew.

5.7. Daily Briefings. Attendance is mandatory for crews on alert and those to assume alert that day. Crews will sit in assigned seating by sortie number. Crews going off alert need not attend the briefing. Briefings are accomplished according to AMCI 10-450, Vol. IV, *Support of Alert Forces*, requirements.

5.8. Weather Briefings:

5.8.1. Weather briefings are an integral part of the daily briefings. Forecasts are for 12-hour periods from 0100Z to 1300Z and 1300Z to 0100Z each day.

5.8.2. 434 OSS/ATW will provide assumption of alert and pre-takeoff weather briefings to generating crews under actual conditions. For exercises, ATW will fax the alert weather sheets to XPO. XPO then passes weather information to the crew. Conduct these briefings in XP (Bldg. 668) according to the SIOP flow plan.

5.8.3. In the event a live-aboard posture is being maintained, the weather shop ensures that weather flimsies are delivered to the CP. The CP controller will relay the weather information to those crews restricted to the aircraft. The weather shop may be required to brief pertinent information over the UHF radio.

5.9. Takeoff Performance Computations:

5.9.1. KC-135 SIOP alert aircraft are launched and exercised on the primary runway (23) if the allowable tailwind component does not exceed applicable flight manual limitations.

5.9.2. The duty co-pilot computes takeoff performance data. The SAC ensures that takeoff data is available prior to the daily alert briefing.

5.9.3. Each SIOP alert crew will compute their own takeoff data and cross-check their data against the board to ensure its accuracy. Refer any questions on takeoff performance data to the Wing Standardization/Evaluation Division.

5.9.4. Tailwind Computation Procedures. Twice daily, the duty crew computes the maximum allowable tailwind component for their applicable aircraft type during the following periods:

0100Z to 1300Z

and

1300Z to 0100Z

5.9.5. When the data computation is complete, the duty co-pilot will call the information into the CP controller and post it on the takeoff data board prior to the morning briefing. Any time the reported temperature or pressure altitude exceeds the maximum forecast by five degrees or 250 feet, the CP controller will contact the SAC for required re-computations. Relay additional unforeseen degradation factors such as wet or icy taxiways to the SAC on alert.

5.9.6. Conventional alert and designated SIOP alert crewmembers must ensure that they maintain peacetime takeoff capability at all times.

5.10. Security. Entry and access procedures are IAW chapter 8.

5.11. Preflight and Cocking:

5.11.1. Crews will accomplish alert aircraft preflight checks daily including weekends and holidays. Conduct pre-flights according to applicable manuals. Do not conduct normal daily pre-flights, pre-generated sortie pre-flights, or aircraft changeover pre-flights between 2000L – 0730L hours. (This does not preclude pre-flying a new sortie generating due to the upgrade of an alert line.)

5.11.2. Crews should charge the aircraft battery for at least 20 minutes during daily pre-flights.

5.11.3. Crews will accomplish an operational check of both UHF radios and the VHF radio during the daily alert pre-flight.

5.11.4. Initiate cold weather procedures for operating starter shutoff valve and auxiliary power unit (APU) shutdown when directed. Remove engine covers prior to engine motoring.

5.12. Aircraft Hatches and Windows. Aircraft hatches may be opened for maintenance and cleaning. Secure all hatches when actions are complete. If pilot and copilot sliding windows remain open, crews are responsible for closing them prior to inclement weather or nightfall.

5.13. Reporting Uncocked Time. Only the aircraft commander may declare the aircraft uncocked. Report the uncocked time, reason for uncocking, and Estimated Time In Commission (ETIC), if known to CP prior to uncocking. The aircraft commander will not declare the aircraft uncocked until receiving the commander's approval, via CP.

5.14. Aircraft Replacement:

5.14.1. Schedule. In order to meet timing criteria during aircraft changeover, strict compliance with the following procedures is mandatory. Logistics will establish an alert aircraft generation schedule that allows for aircrew acceptance preflight on aircraft changeover days. LG/CC and OG/CC should coordinate the alert changeover schedules.

5.14.2. Crew Preflight. CP will notify the crew when the replacement aircraft is ready for preflight. Crewmembers should get checklists and headsets and proceed to the new aircraft. Upon arrival at the aircraft, they call the CP and state: "Sortie____ on new aircraft, starting preflight. Request alert notification on UHF."

5.14.3. Thermal Curtains. A qualified technician will install, inspect, and certify thermal curtains as acceptable for alert status. After initial installation and inspection by both maintenance personnel and aircrews, remove thermal curtains not normally installed for alert, the pilot and co-pilot 1,2, and 3 window curtains. Store these curtains in the curtain container above the boom operator" forward station. The technician should seal this container. Leave all other curtains installed in the windows.

5.14.4. Preflight Complete. Prepare each aircraft according to the aircraft acceptance procedures as

outlined in the flight manual before going on alert. Inform CP after completing the interior inspection checklist and accepting the new aircraft. The aircraft commander will state, “The new aircraft is accepted for alert, crew is returning to the primary alert aircraft.”

5.14.5. Off-going Aircraft. Contact CP when the crew has returned to the alert aircraft and is ready to start engines. State, “Sortie _____ requests permission to start engines and taxi to (assigned parking spot)”. CP coordinates with Central Security Control (CSC) and tower for alert aircraft movement. Normal engine start, taxi procedures and safety precautions apply during aircraft changeover.

5.14.6. Transfer. After parking the aircraft on the main ramp, the pilots should accomplish the Taxi-Back Checklist to uncock the aircraft. The aircrew will accomplish the uncocking checklist. Prior to shutting down engines, advise CP “Sortie _____ shutting down engines and moving to new aircraft.” Transfer all equipment to the new aircraft.

5.14.7. Oncoming Aircraft. When transfer is complete, the aircraft commander contacts CP and requests, “Sortie _____ in new aircraft, request permission to start engines and taxi to alert ramp”. CP again coordinates with CSC and tower.

5.14.8. Re-cocking. Taxi onto alert spot and cock the aircraft on alert. Notify CP, “Sortie _____ cocked on alert.” Standby to refuel the aircraft, if required.

5.14.9. Towing. Depending on parking locations, one or both alert aircraft may need to be towed rather than taxied. Coordinate the tow with maintenance and CP, and, contact tower as appropriate. CP will coordinate the tow with CSC.

5.14.10. Combat Mission Folder (CMF) Container. Thoroughly inspect the CMF container on the replacement aircraft to ensure both the container and the locking mechanism are structurally sound.

5.15. Alert Response During Aircraft Changeover:

5.15.1. Use the following guidance to determine response actions during aircraft changeover:

5.15.1.1. Pre-flighting on-coming aircraft. Discontinue the pre-flight and respond to the cocked aircraft.

5.15.2. Taxiing. A complete crew will be on-board the cocked aircraft when taxiing in order to respond to any required alert actions while enroute to the new parking spot.

5.15.3. Transferring Equipment:

5.15.1.3.1. If equipment and supplies have already been downloaded from the off-going alert aircraft and an alert response is required, respond to closest aircraft unless the following paragraph applies.

5.15.1.3.2. If the off-going aircraft has a SIOP NO-GO condition, transfer equipment and respond in the new alert aircraft.

5.16. Alert/Fast Reaction Procedures:

5.16.1. The alert controller will make a thorough check to determine that all crews have responded regardless of the type of alert notifications used.

5.16.3.2. After parking the vehicle, turn off the ignition. Set the parking brake only if the outside temperature is above freezing. Place the vehicle in “Reverse” for manual transmissions or in “Park” for automatic transmissions.

5.16.4. Crews and police will utilize a Klaxon Code to expedite access to the alert aircraft parking areas and aircraft (See Chapter 8).

5.16.5. In the event of an unforeseen safety hazard, the person first noticing the hazard notifies all aircrews by making a “terminate, terminate, terminate” call over the UHF or any other available means.

5.16.6. The crew chief/aircrew members will remove all external covers and plugs according to the ground crew scramble checklist.

5.16.7. After engine start is complete, the ground crew will move all ground power equipment to a position outboard of the wing tips. The ground crew should disconnect the ground wires according to the ground crew scramble checklist. One crew chief boards the aircraft after completing ground duties.

5.16.8. For all alerts, keep an air cart hooked to a vehicle roaming the alert line to provide an immediate air start capability for aircraft that experience an auxiliary power unit (APU) malfunction.

5.16.9. In order to conserve fuel and to reduce maintenance servicing efforts, crews will normally keep engine running time to a minimum. During cold weather operations, establish minimum engine operating time at daily briefings.

5.16.10. The crew chief will reconnect ground power at the discretion of the aircraft commander.

15.17. Fast Reaction Exercises:

5.17.1. In addition to the instructions in paragraph 5.16., the following applies for exercises:

5.17.1.1. If operating the APUs in the emergency war order (EWO) mode, shut them down as soon as possible after engine start is complete. This prolongs the relatively short life span of the APU while operating in the quick start mode. If APU power is required for maintenance or recovery action, restart the units in the normal mode.

5.17.1.2. Alert crews will report their exercise times (actual Zulu [Z] clock times including minutes and seconds) to CP using the exercise recap sheet. Do not relay exercise response times over the radio. Give the completed exercise recap sheet to the Senior Aircraft Commander (SAC) or alert controller immediately after the exercise. Aircraft experiencing excessive maintenance delays should send a crewmember to building 600 to submit the exercise timing. Submit timing for GFS alert aircraft to the XP coordinator when returning the CMFs after a generation exercise.

5.17.1.3. Refuel aircraft to maintain gross weights as directed by XPO.

5.17.1.4. Aircrews should stand by for clear text instructions, recock aircraft, and top off fuel as required.

5.17.1.5. Crews need not relay estimated recocking times to CP unless they encounter delays.

5.18. Taxi Procedures:

5.18.1. CP will transmit the active runway information to the crews. Do not taxi without removing all possible cockpit obstructions to ground visibility.

NOTE: SCACS aircraft directed to launch that are unable to takeoff because other alert aircraft blocking their access to the active runway should notify CP immediately and standby for instructions.

5.18.2. Before taxiing:

5.18.2.1. Check the area for any other aircraft movement. Any moving aircraft within 300 feet has the

right-of-way over any aircraft not yet taxiing.

5.18.2.2. If aircraft that are parked side-by-side begin to taxi simultaneously, determine the aircraft right-of-way by the direction of turn out of parking. If the initial turn is to the left, the aircraft on the left has the right-of-way. If the initial turn is to the right, the aircraft on the right has the right-of-way.

5.18.2.3. For opposing aircraft (either diagonally or directly facing each other), the aircraft turning left has the right-of-way.

5.18.3. If unable to taxi for any reason:

5.18.3.1. Flash taxi light on and off several times.

5.18.3.2. Notify crew chief of difficulty encountered and request assistance.

5.18.3.3. When time and the situation permit, keep Foxtrot/Ramprat (or CP as applicable) informed of any significant difficulties requiring coordination.

5.18.4. When exiting the parking area to fill a gap in the taxi stream, a minimum of 300 feet between taxiing aircraft must be available prior to moving into the gap. Taxi in a slow, deliberate manner.

NOTE: In the interest of safety, aircraft parked on the main ramp should consider delaying taxi to allow aircraft parked closer to the runway to taxi first. This permits the delaying aircraft to taxi through a less congested area.

5.18.5. The above right-of-way rules are designed to facilitate safe conduct of moving aircraft. They do not negate the aircraft commander's judgement and responsibility to recognize and avoid an unsafe condition. For example, the 300 feet figure mentioned is acceptable in most situations, but conditions such as a slick ramp or a fast moving aircraft might make it necessary to increase the separation. Aircraft commanders and supervisory personnel must assess each individual situation and ensure a safe operation. Safety is critical to mission accomplishment.

5.18.6. Radio Procedures:

5.18.6.1. COMM 1 UHF Radio. Maintain a listening watch on Channel 9 (311.0). Manually set the interplane frequency and follow crew copy and validation procedures from EAP-STAT, Vol. V.

5.18.6.2. COMM 2 UHF Radio. Monitor Minimum Interval Take-Off (MITO) and departure control frequency, Channel 3 (351.1).

5.18.7. Normal Alert Parking is directed in the mass parking area. This area will be upgraded in priority and security as an alert parking area when aircraft are cocked on alert.

5.18.8. Tower personnel control all aircraft movement. Aircrews must be prepared to react quickly and safely to any unexpected situation that may occur.

5.18.9. The first aircraft in the taxi stream will obtain clearance onto the active runway prior to crossing the holdline. For SIOP MITO launches, the first aircraft in the stream will report crossing the holdline. After the initial MITO, and for all breaks in the stream, sorties must obtain tower clearance prior to crossing the holdline.

5.19. Alert Aircraft Repositioning Plan (AARP):

5.19.1. Alert aircraft repositioning is in accordance with the AARP instructions found in the CMF. These instructions were extracted from the 434 ARW Supplement to COMAMC Oplan 8044 – FY. Aircrews are briefed if the tactical situation permits.

5.19.2. Upon termination of AARP, aircraft will return to their normal alert parking spots. The OG/CC or designated representative directs recovery routes and procedures.

5.20. Cockpit Alert. Cockpit alert status is according to the posture designated using procedures outlined in EAP-Strat, Vol. V.

5.21. MITO Abort:

5.21.1. If the decision is made to abort the mission or a delay is encountered prior to crossing the holdline, notify the tower and clear the taxiway to allow other aircraft to pass. Notification to the tower is as follows: “(TAC Call Sign) Launch Delay”. Do not use the word “ABORT” in this case. If the problems encountered are of such a magnitude to preclude any possible takeoff, the aircraft may be run off onto an unprepared area if necessary (SIOP Launch Only).

5.21.2. In addition to radio notification to tower, aircraft aborting the mission turns navigation lights to “Bright” and “Flash” and blink taxi lights on and off several times once clear of the taxiway. Delayed aircraft that are incapable of making MITO timing clear the taxiway by turning off into the parking ramp to clear the taxi stream.

5.21.3. Delayed aircraft that are subsequently returned to a launch capable status in time to make MITO timing will join the stream for takeoff as soon as possible. To accomplish this, turn strobes on, configure navigation lights as required and notify the tower: “(Tactical Call Sign) Launch Capable”.

5.21.4. Delayed aircraft that subsequently return to a launch capable status but are incapable of making MITO timing are not to take the runway until tower grants clearance (radio or green light).

5.21.5. Standard (S) AFI 11-2KC-135, Vol. 3, Addenda B, *KC-135, Nuclear Employment (U)* procedures apply for aircraft aborting beyond the holdline.

5.22. Takeoff:

5.22.1. For SIOP launch, refer to procedures contained in the CMF. CP will notify crews of the launch conditions.

5.22.2. Takeoff Direction – Optimum. Runway 23 is used whenever possible.

5.22.3. Takeoff Direction – Non-Optimum. When the maximum tailwind component for runway 23 is exceeded, runway 05 will be used.

5.23. Potential/Actual Disaster Notification. Accomplish disaster notification to crews (practice or actual) according to EAP-STRAT, Vol. V. procedures. Notification may be by Klaxon when situation warrants.

5.24. Fire Alerts/Fuel Spill:

5.24.1. Notification is made by two way radio, telephone or runner. Klaxons are not to be used for fire alerts/fuel spill.

5.24.2. Proceed to the aircraft and standby to move aircraft (taxi or tow) that are in the proximity of the fire/fuel spill area.

5.24.3. Move aircraft on direction of the Fire Chief, Tower or CP.

5.24.4. Only those aircraft endangered by the fire would start engines.

5.24.5. Crews will stand by until released by CP.

NOTE: Do not move alert aircraft from their parking locations for simulations or exercises.

5.25. Alert Inertial Navigation Unit (INU) Procedures:

5.25.1. Alert Crew Procedures. Each KC-135 crew will accomplish an INU stored heading alignment:

5.25.1.1. When the aircraft is placed on alert status.

5.15.1.2. Once every 14 days while aircraft is on hard alert.

5.25.1.3. When an aircraft is moved and the heading changes more than five degrees.

5.25.2. Documentation. Upon completion of ground alignment, enter the date in the AFTO Form 781A, **Maintenance Discrepancy and Work Document**.

5.25.3. Maintenance Procedures. Alert force maintenance will pass INU alignment dates for applicable aircraft to the SAC at appropriate intervals. Additionally, maintenance will annotate the alignment completion in the appropriate section of the AFTO Form 781, **Aerospace Vehicle Flight Data**.

Chapter 6

MEDICAL SERVICE

6.1. Flight Surgeon:

6.1.1. The flight surgeon's primary responsibility is to provide medical advice and coordinate medical and dental care as needed.

6.1.2. Do not assign crewmembers that are DNIF to SCACS support or conventional alert sorties.

6.2. Flight Physicals. Accomplish flight physicals during a scheduled Unit training Assembly (UTA).

Chapter 7

CREW COMM PLANS AND INTELLIGENCE

7.1. Control of Combat Mission Folders (CMFs):

7.1.1. XP will issue CMFs to crew upon initial generation.

7.1.2. Issue and sign for CMFs on a 434 ARW Form 1. List items in the CMF on the 434 ARW Form 1, **Mission Material** by description, quantity and classification.

7.1.2.1. Upon initial issue of the CMF to an alert crew, the aircrew will inventory the contents against Section 1, then sign and date Section 2 of both copies of the 434 ARW Form 1. Keep one copy with the CMF for aircrew changeover and the other copy in XP accountability files.

7.1.2.1.1. During crew changeover, the on-coming aircrew will:

7.1.2.1.1.1. Proceed to the aircraft and conduct a physical inventory of items listed in Section 1. Ensure that the number of pages in each Quick Reaction Booklet (QRB) agrees with the Record of Data Change located in the front of the book.

7.1.2.1.1.2. Sign, date, and record the seal numbers on the next line when the inventory is complete. This signature relieves the previous signatory (crew member) of accountability.

7.1.2.1.1.3. Use the **SF 702** (Security Container Check Sheet) to document actions anytime the locked or sealed portion of the CMF container is opened or closed. Record the new seal numbers in the guard check column.

7.1.2.2. When returning the CMF, an XP representative will inventory all items. XP then signs and dates the next line in Section 2 of both copies of the 434 ARW Form 1.

7.1.3. The crew stores the CMF in the CMF security container on the aircraft. The QRBs and communications authentication materials should be arranged in the container for immediate access when responding to alerts.

7.2. Issue/Control of Communications Documents:

7.2.1. On-coming documents and Comm team material.

7.2.1.1. On-coming alert crews will inventory and receipt for their Comm documents at the alert facility prior to going to the aircraft for alert changeover.

7.2.1.2. List the required material on an AMC Form 127, **Communications Document Receipt**. Use this form as the material receipt during the alert period. A positive control crewmember will sign for the classified material.

7.2.1.3. All off-going crews must bring their communications material into the alert facility immediately after the on-coming crews have accepted the aircraft for alert. They will turn in all Comm documents for inventory and receive their receipts at this time.

7.2.1.4. Store classified communications material on the aircraft inside the CMF security container.

7.2.1.5. Combat crew communications personnel will issue Flight Information Publication (FLIP) material at the alert facility.

7.3. SIOP Certification Program:

7.3.1. Initial certification training is held from 0800 to 1600, Monday through Friday. This training will normally be scheduled for the week prior to the UTA, allowing continuity of training for a UTA certification. Initial CCP training will take place as scheduled by CP. In order to provide the most effective training, all pre-certification requirements (flights, driver's orientation, security training, etc.) should be completed prior to beginning certification training. The squadron sections must coordinate training with XPO and CP to ensure all required training items are completed prior to the certification.

7.3.2. Certifications are normally scheduled during the UTA on Saturday and/ or Sunday in the XP vault (or as required).

7.3.3. Prior to certification, crews present a complete SIOP and conventional briefing to the certifying official.

7.3.4. Following the certification briefing, the certifying official and appropriate staff representatives will question participants to ensure adequate knowledge of mission procedures.

7.4. SIOP Study:

7.4.1. SIOP Study material. XPO maintains AMC and USSTRATCOM instructions and sortie materials required for combat crew study.

7.4.2. Recurring SIOP Study Program. In order to maintain the desired level of proficiency, all SIOP certified personnel receive supervised SIOP study quarterly.

7.4.2.1. Recurring SIOP training is conducted on changeover day immediately following the 1330 CCP class.

7.4.2.2. XPO provides a briefing to outline the quarterly study agenda and cover items of interest, such as new information and Inspector General Reports.

7.4.2.3. Staff specialists present specialized SIOP briefings. Select study area from applicable SIOP subjects, such as communications data and safe passage procedures.

7.4.2.4. CMF study will consist of a period of self-study to permit crewmembers to review materials in the CMF.

7.4.2.5. Study Quizzes. Periodically, XPO will set aside a portion of the study program for informal written exams.

7.4.3. Alert Sortie Study Requirements:

7.4.3.1. Crewmembers must study their assigned SIOP alert sortie within eight hours after assuming

alert on each SIOP alert tour.

7.4.3.2. Individual section chiefs should schedule spare crewmembers/mission-ready resources for recurring study during the normal alert crew study period. Schedule these individuals early in the quarter to permit rescheduling if they miss a study session.

7.4.4. Intelligence Materials. Intelligence bulletins and briefs are available in the intelligence branch for crew use.

7.5. Command Control Procedures Training:

7.5.1. All positive control crewmembers must be proficient and current in Command Control Procedures (CCP) prior to assuming alert. All SIOP certified personnel must receive CCP quarterly.

7.5.1.1. Conduct initial CCP training as coordinated between the squadron sections and the CP. Classes begin in the CP CAT area at 0800L. The training lasts eight hours.

7.5.1.2. Recurring CCP is conducted on changeover day at 1330L.

7.5.1.3. Substitutions. Crew substitutes should attend CCP with the alert crew if possible. For emergency situations, the crewmember will coordinate with their section chief, who will in turn contact the CP superintendent (ext. 2-2150) during normal duty hours to schedule CCP.

7.5.1.4. Crewmembers who are non-current in CCP training must complete a refresher course prior to assuming alert.

Chapter 8

SECURITY

8.1. Program Authority. The authority for establishing procedures set forth in this instruction derive from AFI 31-101, *Air Force Physical Security Program*.

8.2. Entry Procedures for Restricted Areas. The 434 ARW Installation Security Plan outlines procedures for escorted and unescorted entry. This plan also addresses Klaxon codes.

8.3. Hard Alert Aircraft Entry Procedures.

8.3.1. Unescorted entry into hard alert aircraft is limited to the assigned aircrew and the crew chief. The aircraft commander is the sole vouching authority for granting entry to their assigned aircraft. The aircraft commander will verify the need of all individuals who require entry into the aircraft. The aircraft commander may appoint another member of the flight crew to escort any individuals requiring access into the aircraft. The crew chief or an aircrew member must be present when support personnel are working on the exterior of the aircraft.

8.3.2. Pre-Announcement Procedures. The alert CQ must process any requested entry into hard alert parking areas. Security forces posted in these areas will monitor access to the area and detain or apprehend any unauthorized individuals attempting to gain entry to the area or tamper with alert aircraft. Initiate appropriate up-channel report as required.

8.3.2.1. Make pre-announcement requests by physically appearing before the alert CQ. The alert CQ must verify the individuals need to enter any hard alert aircraft. The verification procedure uses pre-designated telephone numbers so that bogus pre-announcement is not possible. Verification is not necessary when using direct lines.

8.3.2.1.1. After verification, the alert CQ pre-announces the names of the individuals who are to enter the hard alert parking areas to the police desk sergeant via direct line. If more than one person is going to an aircraft at the same time, give the senior person's name plus the number of personnel

accompanying them to the desk sergeant. Once notified, the desk sergeant will pre-announce the scheduled visit to the security forces posted within the areas concerned.

8.3.2.1.2. Personnel pre-announced should arrive within 15 minutes from the time of their pre-announcement to prevent confusion on the part of all personnel.

8.3.2.1.3. The individual (air or ground crew) departing the aircraft must contact the security force and verify that the visit is terminated and the aircraft is secure. Ensure that all hatches and doors are closed.

8.3.2.1.4. If personnel deviate from the pre-announcement procedure they will be detained and checked out through the alert CQ. Initiate a helping hand if the situation dictates.

8.3.2.2. During any alert response, security personnel will challenge crews entering the area by using the klaxon code. Normal pre-announcement procedures do not apply during fast reaction alert responses.

8.3.2.3. During alert responses not activated by a klaxon, the alert CQ should immediately advise the police desk sergeant who will announce the response to all posted security forces. Use klaxon codes to grant entry.

8.3.2.4. Authorized fuel trucks and aircraft tow tractors responding to klaxons must be pre-announced. Personnel operating these vehicles should physically appear before the alert CQ for verification and pre-announcement to the police desk sergeant.

8.3.2.5. In an emergency such as a fire or serious injury, security forces, fire fighting, medical and other required personnel are permitted entry into the alert aircraft parking area without delay. The police desk sergeant must be aware of the emergency. Security forces providing security for hard alert aircraft must be forewarned or have personal knowledge of the emergency or they will deny entry.

8.3.2.5.1. Once admitted, security force and owner/user personnel in the area should maintain surveillance over the emergency.

8.3.2.5.2. Upon termination of the emergency, conduct a physical check to ensure that all emergency response personnel have departed the area.

8.3.2.6. Aircrews and maintenance personnel responding to alert aircraft during "Communication Out" will be pre-announced if at all possible and the klaxon code will be used.

8.3.3. Escort Procedures For Hard Alert Aircraft Parking Area. Agencies requesting escort should contact the CQ who will copy all required information. The CQ then verifies the request through pre-established telephone numbers to applicable control centers (use direct line telephones whenever possible).

8.3.3.1. Once the CQ verifies the visit, establish the time of the visitor's arrival at the ECP and have an authorized escort official meet the visitors at the ECP. The escort official will identify the visitors with the help of the entry controller. Prior to granting entry, the escort official must complete an AF Form 1109, **Visitors Register**.

8.3.3.2. If the escort official arrives at the entry control point with personnel requiring escort, physically separate them by a minimum of ten feet to ensure a duress situation does not exist.

8.3.3.3. The aircraft commander must approve all requests for escort to alert aircraft. If approved, the aircraft commander or designated representative must escort the individual to the aircraft.

8.3.3.4. The CQ will pre-announce these visits to the police desk sergeant and provides the name and title of the individual providing escort. The desk sergeant will pass the required information to the guard at the entry control point.

8.3.3.5. Escort into alert aircraft is for official business only. No aircraft tours for personal reasons are permitted.

8.3.4. Escort Officials/Procedures and Responsibilities:

8.3.4.1. Escort Officials. The escort official assumes responsibility for the safe conduct of the visitor throughout the visit. An escort official confirms the right and need for a visitor to enter a restricted area, and is the sole source of authority for that visitor to enter the area. Escort officials are identified on a Grissom ARB issued AF Form 1199c, **Restricted Area Badge**, by an “E” stamped or typed next to the area for which they have authority.

8.3.4.2. Escorts. An escort is any qualified individual designated by an escort official to exercise surveillance and control over a person visiting a restricted area. The escort official must identify all visitors, and the reason and duration of the visit.

8.3.4.3. Escorted Entry Procedures for Protection Level 2 Restricted Areas. For personnel who require an escort, they or their assigned unit should provide the time of the impending visit to the agency requesting their service or authorizing the visit. The requesting agency will verify the need for the visit through pre-established telephone numbers, not a number given by the individual requesting the escort. Once verified, the requesting agency must have an authorized escort official at the designated ECP at the specified time to meet the visitor(s). Clear all visitors through the CQ.

8.3.4.3.1. Pre-Entry Procedures. The escort official should meet the visitor outside the restricted area. The escort official confirms the identity of the visitor(s) and briefs them on security procedures.

8.3.4.3.2. The escort official must establish the visitor’s identity and need to enter. The escort official then enters the area alone to verify they are not under duress and identifies the visitor to the entry controller. Once identified, the visitor(s) accomplishes an entry on the AF Form 1109. In the presence of the visitor, the escort official or entry controller will inspect all hand carried items or baggage. Allow visitors to hand carry only those items essential to their visit as identified by the escort official.

8.3.4.4. Escort Procedures and Escort official Responsibilities. A visitor must remain under continuous escort.

8.3.4.4.1. Escort procedures throughout the visit should range from close scrutiny and surveillance for previously unknown visitors to close control of authorized and relatively known visitors.

8.3.4.4.2. An escort official authorizing the visit may delegate the functions of visitor surveillance and control to another qualified individual from their unit or agency. The individual must possess a GARB issued restricted area badge for that area (escort designation not required). However, the escort official retains the responsibility for the visitor’s safe and secure conduct during the visit and return to the ECP at the end of the visit.

8.3.4.5. Special Escorting Requirements:

8.3.4.5.1. Number of visitors. No individual may escort more than six visitor at one time within GARB restricted areas.

8.3.5. Generation Area Entry Procedures. Upon notification of SIOP generation, the mass parking apron (Charlie-Foxtrot rows and Alpha row as necessary) is upgraded to a Protection Level 2 area. Security forces will staff the ECP by Charlie row and post a minimum of tow close boundaries as soon as possible. The ECP by echo and foxtrot rows should be closed. The Alarm Response Team (ART) assigned to the area, along with any other security forces available, will purge the area to confirm the identity of all personnel working in the area. Maintenance personnel may assist in this identification process. An **AF Form 1199c**, **Restricted Area Badge**, with area 3 open is required for unescorted entry.

8.3.5.1. All routine visits to cocked alert aircraft in the generation area will be made through the staffed ECP and are pre-announced to the desk sergeant by the CQ. The desk sergeant will announce the visit to security forces posted in the area.

8.3.5.2. During klaxon alerts, security forces will grant entry to the area and aircraft with the daily klaxon code.

8.3.5.3. An AF Form 1199c with area 3 open is required for unescorted entry to alert aircraft on the mass parking generation area. An "E" adjacent to 3 is required for escort officials.

8.3.5.4. An AF Form 1199c with area 3 open is required for unescorted entry to the alert parking area. An "E" adjacent to the 3 is required for escort officials.

8.4. Helping Hand/Covered Wagon Reporting:

8.4.1. Every person authorized unescorted entry to the alert aircraft parking area must be observant to detect unauthorized personnel or suspicious acts that could jeopardize the security of priority resources or aircrew personnel. Anyone observing an incident of this nature must accomplish the following.

8.4.1.1. Check the individual(s) for proper identification (current AF Form 1199c) or escort if they are being escorted.

8.4.1.2. If you cannot properly identify an individual, remove them from the immediate area of priority resources and detain them. Place them at a disadvantage (a spread eagle position on the ground or against a wall). Use the minimum amount of force necessary to control them.

8.4.1.3. Draw attention to the incident by shouting "HELPING HAND" several times. Direct the first available person to report the incident to the security forces. Give the person being sent to report the incident all pertinent information such as number of persons involved, location, and a brief description of the incident. The description of the incident should include information on whether the suspect is armed and if potential explosive devices are present.

8.4.1.4. If the suspect is armed and cannot be subdued without endangering your life, take cover and draw attention to the incident by shouting "HELPING HAND" several times. Direct someone to report the incident to the security forces while you attempt to keep the suspect(s) under observation until arrival of assistance. Ensure other personnel in the immediate vicinity are aware of the incident.

8.4.1.5. When the security forces arrive, release the individual(s) to them and brief them on the incident.

8.4.1.6. Anyone directed to report a security incident should relay all information in the fastest possible manner with all available details.

8.4.2. The alert CQ will take the following actions in response to a "HELPING HAND" or "COVERED WAGON" incident:

8.4.2.1. Notify the police desk sergeant, giving all available information.

8.4.2.2. Follow the quick reaction checklist for HELPING HAND/COVERED WAGON incidents.

8.4.3. Security forces HELPING HAND Exercise Response. Crewmembers should be aware that security forces periodically conduct security exercises. Security forces respond to these exercises the same as to an actual HELPING HAND or COVERED WAGON. Crewmembers should assume that any security force operation is actual until notified otherwise. Crewmembers respond to security force operations as follows:

8.4.3.1. Within the alert facility (Bldg. 600). When notified that an exercise is in progress, you should remain where you are. Do not interfere with security personnel. If in doubt whether the operation is an exercise, contact the desk sergeant (ext. 2-2503). Crewmembers do not participate in security exercises.

8.4.3.2. Outside of the alert facility. Maintain a safe distance (on foot or within your vehicle) until cleared to proceed by the security forces. If responding to a klaxon, proceed with caution. Do not interfere with security forces. In either case, whether an exercise or actual HELPING HAND/COVERED WAGON, security personnel are the main point of contact.

Chapter 9

COMMUNICATIONS

9.1. Klaxon System and Testing:

9.1.1. The alert force management maintains a current list of all installed and operative klaxons.

9.1.2. Klaxon Signal. The klaxon signal for an alert is a continuous sound for 30 seconds with a 15 second pause, repeated three times.

9.1.3. Testing. CP tests the klaxon everyday. It is the responsibility of the alert management branch to determine the status of all klaxons and report their status to the CP not later than 0930L daily.

9.1.4. Alert Notification Terminology:

9.1.4.1. For situations that require the alert force to be restricted to the alert facility for klaxon maintenance or any reason other than an emergency action message (EAM), use the following:

9.1.4.1.1. “This is Brickyard with an advisory. All crews return to the alert facility. Crews are restricted to the alert facility on telephone standby. I say again,” repeat the advisory and state “Brickyard Out”.

9.1.4.1.2. Crews will return to the alert facility immediately, but must obey all traffic and speed rules.

9.1.4.1.3. When all crews have returned to the alert facility, the alert controller will announce the reason for the restriction over the PA system. For klaxon maintenance, use the following terminology: “Crews are restricted to the alert facility due to klaxon maintenance. Respond to verbal notification only. I say again,” (Repeat).

9.1.4.2. For an EAM situation that restricts the alert force to the alert facility, use the following call:

9.1.4.2.1. “For Alert Force, for Alert Force, Restricted Alert, Restricted Alert”.

9.1.4.2.2. Crews will return to the alert facility immediately, but must obey all traffic and speed rules. Contact the alert CQ upon arrival for instructions.

9.2. Command Post. Command Post will issue actual or exercise instructions to alert crews over the UHF and TAAN radios according to EAP-STRAT, Vol. V.

9.3. Hard Alert Primary UHF Radio Frequencies:

9.3.1. Command Post – 311.0 (321.0 Secondary)

9.3.2. MITO/Departure Control – 351.1

9.4. Communication Procedures:

9.4.1. Normal procedures. CP will direct response according to EAP-STRAT, Vol. V, procedures.

9.4.2. Inoperative klaxon procedures.

9.4.2.1. Recall alert crews to the facility and place them on telephone standby.

9.4.2.2. Pass alert notification by telephone to the alert CQ. The alert CQ will then:

9.4.2.2.1. Use the public address system in the alert facility to notify all crews.

9.4.2.2.2. Physically check all rooms after accomplishing the above steps to ensure a complete response.

9.4.3. Communications Out Procedures. Follow procedures in EAP-STRAT, Vol. V.

9.5. Radio Monitoring Procedures. Crews will monitor both 311.0 (or 321.0 if directed) and 351.1 during ground operations.

9.6. Portable Command Control Radios:

9.6.1. TAAN Radio: Crews must carry a TAAN radio anytime they are outside the alert facility.

9.6.2. The alert CQ controls and issues TAAN radios.

9.6.2.1. Prior to leaving the facility, check the operability of the TAAN radio through the CP controller.

9.6.3. LMR (hand-held two-way radio): Portable two-way radios will also be issued when available. When leaving as a group, only one LMR needs to be issued to the group as long as the group remains together at all times until returning to the facility.

9.6.4. The following procedures will apply:

9.6.4.1. Use the portable radios anytime the alert crews are outside the alert facility and during the following:

9.6.4.1.1. When in cockpit alert and the aircraft is electrical power-off or the aircraft radios are inoperative.

9.6.4.1.2. Under cockpit alert conditions when the unit commander releases crews from the cockpit to the alert vehicle adjacent to the aircraft. If while in the vehicles the crews receive a message over the TAAN radio that requires an acknowledgement, they must return to the aircraft and acknowledge using the aircraft radio, not a portable radio.

9.6.4.1.3. When crewmembers are going to an area without an operable klaxon horn (note: TAAN radio and LMR required).

9.6.4.2. Crews may copy a command control advisory, preamble, introductory phrase, or message broadcast while responding to an alert. The crew must transfer information copied during the response to the crew copy format to validate the message and complete checklist items.

9.6.4.3. Crews that hear the phrase “Klaxon, Klaxon, Klaxon” over the portable radio respond in exactly the same way as they would to the sounding of the alert klaxon. For messages that do not require crew fast reaction, the crews are notified by portable radio as well as any other means.

9.6.4.4. Check the radios daily. The alert CQ will replace inoperative radios.

9.6.4.5. Batteries for the radios are available through the alert CQ.

Chapter 10

COMMAND POST/TOWER/ALERT PROCEDURES

10.1. Active Runway. CP determines the active runway for all actual or exercise alerts and advise the tower as soon as possible of the runway to be used.

10.2. Responsibilities During Actual/Exercise Alert Conditions:

10.2.1. CP initiates the actual or exercise alert condition.

10.2.2. Tower procedures. The tower receives the alert force reaction notification via light system, LAN line or telephone and will proceed as follows:

10.2.2.1. Transmit on all available tower frequencies, “Attention all aircraft; Grissom Air Reserve Base is under alert conditions; all aircraft remain clear of the traffic pattern until further notice. Emergency and minimum fuel aircraft report immediately”.

10.2.2.1.1. For actual alert launches, deny all landings unless approved by CP or OG/CC.

10.2.2.1.2. The tower controller shall apply the guidelines and procedures in Air Traffic Control (ATC) 7110.65, paragraph 3-31 if the pilot of an emergency or minimum fuel aircraft requests landing clearance during an alert exercise.

10.2.2.2. Clear all taxiways, as necessary, to permit rapid access to the runway by alert sorties.

10.2.2.3. Clear the alert sorties onto the runway. Tower sets up 351.1 MHz in the backup radio. Use appropriate light signals when necessary.

10.2.2.4. Pass all delays and aborts to CP.

10.2.2.5. Control the movement of all delayed aircraft.

10.2.2.6. Keep the runway clear of other traffic until all alert aircraft have cleared the runway.

10.2.2.7. Tower resumes normal operations once CP terminates an exercise and the runway has been inspected (after a moving exercise). The Supervisor of Flying (SOF), Base Operations Officer, or other authorized inspectors can perform the runway inspection.

10.2.2.8. Upon termination of an exercise, broadcast “attention all aircraft, this Grissom tower, resume normal operations”.

10.2.2.9. The tower is the primary agency for controlling all traffic for exercise alerts.

10.3. Repositioned Alert Procedures:

10.3.1. CP will notify the tower and alert facility controller of implementation and termination of repositioned alert.

10.3.2. After notification, the tower will advise radar approach control (RAPCON) of aircraft movement.

10.4. Tower Abort Procedures. A tower operator hearing an “abort” call echoes the abort call over UHF Guard Channel, 243.0 MHz and the applicable UHF frequency.

Chapter 11

MAINTENANCE

11.1. Organization:

11.1.1. This chapter defines areas of responsibility for ground handling and maintenance of the 434 ARW alert force aircraft.

11.1.2. The Aircraft Generation Squadron (AGS) has overall responsibility for maintenance functions on, or concerning, alert aircraft. Assigned technicians are responsible for maintaining the launch capability of alert aircraft.

11.2. Alert Maintenance Procedures:

11.2.1. Maintain alert aircraft in the highest state of readiness. Assign only operationally ready aircraft to alert. Report any item that could affect the aircraft’s mission capability to MCF immediately. The alert crew chief will report all discrepancies found during preflight to MCF and the aircraft commander, who will then notify the CP.

11.2.2. Do not perform any maintenance, other than routine servicing, on alert aircraft without concurrence of the aircraft commander.

11.2.3. The aircraft commander must first approve any activity that requires repositioning of any cockpit switch or control. Aircraft commanders will remain with the aircraft for projected maintenance actions if launch able. The aircraft commander must notify the 434 OG/CC of the launch able or un-cocked status. Maintenance informs MCF of change in status.

11.2.4. In those cases that require the aircraft to un-cock, the aircraft commander must first obtain approval from the OG/CC through CP. Maintenance informs MCF of the launch able or un-cock/re-cock status. The crew will accomplish the un-cocking checklist, if required. The crew should run the preflight checklist to re-cock the aircraft when maintenance is complete.

11.2.5. Routine servicing, such as gaseous oxygen (**GOX**) or hydraulic servicing, requires coordination with the aircraft commander if maintenance must reposition any cockpit switches. Accomplish routine servicing during daily alert preflight to the maximum extent possible. The crew chief may apply external/APU power when required with approval of the aircraft commander.

11.2.6. Preplanning. The maintenance plans and scheduling does all preplanning and refueling of aircraft going on alert. After generation is complete, coordinate maintenance discrepancies on alert aircraft with MCF. MCF will call any specialists required for corrective maintenance.

11.2.7. Pre-flights. Do not perform normal daily pre-flights of pre-generated sorties or aircraft changeover pre-flights between 2100L and 0700L, except with 434 OG/CC approval. (This does not preclude pre-flighting a new sortie generating due to the upgrade of an alert line).

11.2.8. Tire rotation. Alert KC-135 aircraft tires are rotated on Tuesday and Friday during normal morning pre-flight times. During all tire rotations, the aircraft commander or copilot must occupy the pilot's seat.

11.2.8.1. Accomplish all appropriate aircraft tire rotation checklist steps listed on the back of the cockpit placard.

11.2.9. Engine starts are required every 30 days. Aircrews will post the "last accomplished" date on the cockpit placard and update them each time they run the engines.

11.3. Fuel Configuration and Servicing:

11.3.1. Responsibilities. The aircraft commander and crew chiefs must ensure that crewmembers follow all directives and checklist procedures on assigned aircraft.

11.3.1.1. The aircraft commander stands by for fuel servicing of assigned aircraft. The aircraft commander will ensure a corrected AFTO Form 781F, **Aerospace Vehicle Flight Report and Maintenance Document**, is aboard the aircraft. Base all fuel loads on 6.7 lbs. Per gallon for JP-8.

11.3.1.2. The crew chief will function as the ground refueling supervisor.

11.3.2. Procedures.

11.3.2.1. POL dispatches trucks to the alert parking area after alert exercises. Trucks will respond to visual signals of the crew chief.

11.3.3. Fuel Loads. The present SIOP generation plan requires maintenance to fuel each KC-135R aircraft (except **SCACS** support aircraft) to a gross weight as close to 322,500 pounds as possible. Since the basic weight of each aircraft is different, each aircraft requires a unique fuel load. Fuel loads listed below provide maintenance with a standard fuel load. Aircrews on day-to-day alert will adjust these fuel loads to obtain maximum gross weight capability commensurate with temperature, pressure altitude,

and the 322,500lb gross weight limitation. Fuel loads for SCACS support aircraft will be max peacetime or as directed by XPO.

11.3.3.1. For planning purposes, the SIOP fuel load for “R” model aircraft is 200,160 pounds (except SCACS support aircraft). Use the standard number 35 fuel load. Actual fuel load will be dependent upon the aircraft basic weight.

11.3.3.1.1. For SCACS support aircraft, use a fuel load to afford a maximum peacetime launch or as directed. For planning purposes, standard maximum peacetime fuel loads are 180 for 16 Sep through 31 May and 170 for 1 Jun through 15 Sep.

11.3.3.2. Complete the **DD Form 365-4**, Weight and Balance Computer Form F, as follows:

11.3.3.2.1. For planning, complete the DD Form 365-4 in the Form F book at the alert controller’s office with the standard maintenance fuel load (198, 200, etc.) Do not make adjustments on this copy of the DD Form 365-4.

11.3.3.2.2. The DD Form 365-4 in the aircraft will show the actual aircraft fuel load required for a 322,500 ramp static gross weight.

11.3.3.2.3. The fuels shown for full tanks on the DD Form 365-4 are the high level shut off values listed in the applicable Standard Fuel Load Chart. Do not use the actual gauge values.

11.3.3.2.4. Use the actual gauge reading for forward body and upper deck tanks.

11.4. SIOP Configuration:

11.4.1. Load alert KC-135R aircraft as directed by XPO, life support and MCF.

11.4.2. Operational Auxiliary Power Unit (APU). The KC-135R requires two operational APUs with one operational generator to assume alert. If an APU fails on an alert KC-135R, transfer the generator to the operational APU. An external air source with a long air hose will remain connected at all times to any KC-135R with only one operational APU. KC-135R aircraft must not remain on alert for extended periods of time with only one operational APU. Take the aircraft off alert as soon as possible if the APU generator is inoperative or if both APUs fail.

11.4.3. Fill gaseous oxygen system to no less than 325 psi.

11.5. Aircraft Alert Equipment. KC-135 aircraft equipment requirements are specified in **AFI 11-2KC-135, Vol 3, Addenda A, C/KC-135 Aircraft Configuration.**

11.6. Aircraft Parking. Parking is to be in accordance with the parking plan in the **(S) 434 ARW Supplement to COMAMC 8044-FY(U).**

11.7. Periodic Walk-Around Checks:

11.7.1. The maintenance supervisor will ensure that crew chiefs accomplish a periodic walk around check of each aircraft. Bring discrepancies affecting aircraft status or those that would hinder an immediate launch to the attention of the flightline supervisor. The crew chief must also immediately notify the aircraft commander and MCF of these discrepancies. During each walk around check, visually inspect the following items as a minimum:

11.7.1.1. Aircraft properly chocked.

11.7.1.2. Fire extinguishers checked for secure seals, good pressure, and in proper position.

11.7.1.3. Support equipment in place, secure, and properly serviced.

11.7.1.4. Interphone cord and headset in place.

11.7.1.5. All struts and tires properly inflated with no signs of leakage or excessive seepage.

11.7.1.6. No fuel or hydraulic fluid leakage on sides or bottom of fuselage or bottom of wings.

11.7.1.7. Pitot covers and engine (inlet and exhaust) covers installed.

11.7.2. Ice and snow build-up on aircraft requires the following actions:

11.7.2.1. De-ice the aircraft when freezing rain is predicted or occurring. Crews may also need to de-ice after a wet snow has fallen or excessive frost is present. MCF will notify the alert crew chief of the conditions and request dispatch of deicing vehicles as required. Determine deicing fluid strength based on temperatures and precipitation predicted. MCF will coordinate with alert crew chiefs, production supervisor, and base weather to determine deicing requirements and direct the deicing.

11.7.2.2. If one inch or more of dry snow has accumulated on the aircraft, the alert maintenance supervisor will organize sweep teams to sweep aircraft clean. Alert maintenance notifies MCF of the snow conditions. At the completion of snowfall, coordinate with the SAC to de-ice the aircraft as required to ensure launch capability.

11.7.2.3. When freezing rain or extremely wet snow is present, check each engine for free rotation during the walk around check. Use a broom handle to reach fan blades. If any turbine is frozen, apply heat to all engines to ensure N-2 compressors are free. If frozen turbine blades are found, run engines on all aircraft to thoroughly dry out all moisture. Notify MCF of conditions and request additional H-1 heaters if required.

11.7.2.4. Conventional chocks are available to the alert force. The SAC on alert and alert maintenance supervisor on duty determines when snow or ice on the ramp requires the change to conventional chocks. The OG/CC and MCF must also closely monitor ramp conditions and verify use of appropriate chocks as weather conditions require.

11.7.2.5. When the presence of ice and snow build-up in the parking area could hinder or prevent taxiing, the alert crew chief must notify MCF.

11.8. Repositioned Alert. The LG representative in the Crisis Action Team (CAT) is responsible for overall supervision of maintenance aspects for repositioned alert. Each responsible agency will develop definite procedures and checklists to provide rapid conversion to repositioned alert, recovery from taxi exercises, and conversion from optimum to non-optimum launch posture.

11.9. Alert Vehicle and Ground Equipment Usage and Control:

11.9.1. Purpose. To ensure all alert personnel are familiar with operating procedures for using vehicles and ground powered equipment assigned or on loan to the alert branch.

11.9.1.1. Shift supervisors staff assigned radio trucks and accomplish vehicle inspections and properly annotate the AF Form 1800, **Operator's Inspection Guide and Trouble Report**.

11.9.1.2. Ground power equipment for KC-135s. Shift supervisors ensure there is a minimum of one power unit for refueling plus one power unit for each aircraft without an operational APU. Use ground heaters as necessary for winter operation.

11.10. Snow Removal:

11.10.1. Purpose. To ensure launch capability of alert aircraft during and after excessive snowfall.

11.10.2. Responsibilities. The maintenance supervisor with the assistance of the SAC as necessary will implement the following procedures when conditions warrant.

11.10.2.1. The SAC will direct crewmembers to help the crew chief shovel a 20 foot long path in front

of each gear truck and remove snow from aircraft fuselage.

11.10.2.2. When snow has accumulated to more than three inches, the maintenance supervisor will request snowplows through MCF and/or the CP controller to clear alert taxiways and as many parking spots as can be safely cleared. If accumulation continues and drifting occurs around the aircraft, the aircraft will be pulled forward until the parking spot is clear, then re-parked. Alternatively, if any spots are vacant, aircraft can be rotated into empty spots until all parking locations are clear.

11.10.2.3. The alert crew chief should coordinate with the supervisor of the snow removal team to ensure that snow is not piled up where it would prevent alert aircraft from taxiing.

11.10.2.4. When a parking spot is covered with snow and an aircraft changeover occurs, the snow plows will clear the spot while it is empty.

11.10.2.5. The alert crew chief must ensure that powered support equipment is accessible at all times.

11.11. FOD Program For Alert:

11.11.1. Purpose. To minimize Foreign Object Damage (FOD) to alert aircraft.

11.11.2. Responsibilities and Procedures. All support and alert force personnel on duty carry out and implement, as required, the procedures outlined in this directive.

11.11.2.1. Each alert crew is responsible for policing the immediate ramp area around their aircraft. The crew will inspect this area during the daily preflight and before engine run-up or taxi except, during actual alerts. These inspections will include:

11.11.2.1.1. Removal of FOD from ramp.

11.11.2.1.2. Parking and securing equipment.

11.11.2.1.3. Checking covers and plugs for security and serviceability.

11.11.2.2. The senior specialist present on any maintenance action is responsible for the cleanliness of the affected ramp area after completing the job. Upon completion of work, check for safety wire, nuts, bolts, rags, or anything that may cause damage to the aircraft.

11.11.2.3. Normally, the overall alert area and ramps are checked and cleared daily by the alert maintenance supervisor on duty. The condition of each parking site is the primary responsibility of the crew chief and aircraft commander concerned. Common courtesy and basic good safety practices dictate that when a specialist changes a component, it is their responsibility to clean up any debris that resulted from their activities. If the area is not clean and free of debris, the crew chief and supervisor concerned should not release the specialist.

11.12. Exercise Recovery:

11.12.1. Upon notification of an alert by klaxon or radio communication, the maintenance supervisor will position himself outside the alert area on the main ramp. He assists as requested by the alert crew chiefs. The maintenance supervisor should obtain any necessary additional personnel from the flight line launch teams.

11.12.2. After taxiing aircraft leave a parking spot, immediately prepare to receive the aircraft back into the area. Clear all chocks, fire extinguishers, and alert vehicles from the parking spots. Additional crew chiefs will position themselves as necessary to facilitate recovery operations.

11.12.3. Recovering aircraft free flow back into mass ramp parking spots. Sorties parked in spots that require the aircraft to be towed into position should position themselves to recover at the end of the stream.

11.12.4. The maintenance supervisor should contact the MCF to confirm that refueling trucks are en-route. The assigned crew chief will supervise fuel servicing after alert exercises and accomplish all required maintenance.

11.12.5. After an alert exercise, the crew chief is responsible for complying with an alert exercise post-flight as specified in T.O. 1C-135A-6WC-1 for KC-135s.

11.12.6. The crew chief must properly document all discrepancies to ensure they have been documented and cleared.

11.12.7. The alert crew chiefs will call the MCF for specialist assistance as required. The MCF will notify Debrief and Dispatch Section (DDS) to have a specialist respond if required.

11.12.8. The crew chief should follow-up on all discrepancies to ensure they have been documented and cleared.

11.12.9. The alert crew chief must notify the aircraft commander when the assigned aircraft needs to be uncocked/launch able and when it is ready to be recocked/maintenance action complete. This notification does not apply to routine actions, such as general maintenance or GOX and hydraulic servicing.

11.12.10. The crew chief should properly bed down the aircraft prior to leaving the area.

11.13. Towing and Parking Aircraft:

11.13.1. Purpose. To provide instructions on towing and parking aircraft in the alert area.

11.13.2. Responsibility.

11.13.2.1. The provisions of this paragraph apply to all flight crews and maintenance personnel on duty with the alert force. It also applies to tow teams from the support branch when towing alert aircraft.

11.13.2.2. The aircraft commander and the crew chief will ensure proper procedures are followed when the aircraft is being towed.

11.13.3. Procedures.

11.13.3.1. Use a checklist during all towing operations, and strictly observe all safety practices.

11.13.3.2. Parking aircraft during changeover.

11.13.3.2.1. Post sufficient wing walkers to ensure the safety of taxiing aircraft.

11.13.3.2.2. Post an individual to direct the aircraft to its parking spot. AFI 11-218, *Aircraft Operations and Movement on the Ground*, contains required hand signals.

11.13.3.2.3. The crew chief parking the aircraft must watch the maximum limit markings closely to prevent exceeding turn limits. Keep aircraft away from unstressed surfaces marked with wide double yellow stripes.

11.14. Shift Change Procedures:

11.14.1. Purpose. To ensure alert aircraft and support equipment is maintained in a constant state of readiness.

11.14.2. Responsibility. The maintenance supervisor and SAC implement these procedures:

11.14.2.1. The on-coming crew chief will report to the alert area at 1800L on changeover day. Bring helmet and alert gear. Any crew chief not having all required equipment and shots, or not meeting AFI 36-2903, *Dress and Personal Appearance of Air Force Personnel* requirements, cannot assume alert until meeting requirements. The off-going crew chief will remain on alert until such time as the new

crew chief fulfills requirements.

11.14.2.2. The SAC will hold roll call to ensure all personnel are present.

11.14.2.3. The SAC will provide alert numbers, the duress word, any additional information and discuss any problems that might be of interest.

11.14.2.4. The on-coming crew chief should proceed to their aircraft with the off-going crew chief and check the aircraft and equipment thoroughly. This includes checking turbine wheels, tires, struts, truck leveling cylinders, landing gear, fire extinguishers, pitot covers, engine plugs, power support equipment and checking for presence of ice and snow on wings or stabilizer. Report all unsatisfactory items to the on duty alert maintenance supervisor. Clear all discrepancies as soon as possible.

11.14.2.5. Alert crew chiefs must check hi-packs and spare power units for fuel, oil, operation and cleanliness.

11.15. Personal Appearance. Maintenance ground crews will wear BDUs and authorized caps. Wear winter gear (parka, heavy pants, hat, gloves, and boots) as required by existing weather conditions.

Chapter 12

DEPLOYED ALERT

12.1. Concept:

12.1.1. Periodically, there may exist a need to deploy aircraft of the 434 ARW to another base to assume alert. Whenever this occurs, the 434 ARW/XPO will obtain copies of the deployment base procedures and include them in the CMF material for those sorties affected.

12.1.2. The assumption of alert and pre-takeoff briefing will include any changes to the published alert procedures.

Chapter 13

MODIFIED AND CONVENTIONAL ALERT PROCEDURES

NOTE: The paragraph in Chapter 13 are numbered to correspond to the section in the main body of this instruction being amended for modified or conventional alert procedures. Follow all procedures in chapters 2 through 12 unless they are amended by this chapter, or do not apply to modified or conventional alert.

13.1. Administration:

13.1.1. Concept. This chapter explains procedures to follow when the 434 ARW maintains aircraft on modified and/or conventional alert. The procedures outlined in this chapter are only applicable when there are no aircraft on hard SIOP alert. This chapter supplements paragraphs found in previous chapters of this instruction.

13.2. Modified and Conventional Alert:

NOTE: Follow guidance in chapter 2 to upgrade modified alert aircraft that are directed to resume hard alert status. Once on hard alert status, follow all guidance in chapters 3 through 12.

113.2.1. Facility. The point of contact for issues affecting the alert facility is the alert facility manager. The facility manager or his designated representative must be available within a reasonable amount of time to address facility issues affecting alert.

13.2.2. Staffing. The alert facility is staffed with a manager and an assistant at all times as an additional duty assignment. They serve in other capacities except when the wing resumes hard alert operations.

13.2.3. Vehicles. Transportation will provide three vehicles for routine alert crew use, one vehicle for each crew and one for the crew chiefs. OG/AL acts as vehicle control officer.

13.2.3.1. The aircraft commanders are responsible for their crew's vehicle on a day to day basis. Both crew chiefs are responsible for the crew chief vehicle.

13.2.3.1.1. The individual(s) responsible for the vehicle will ensure that the vehicle is inspected and the AF Form 1800 is signed off daily.

13.2.3.2. Primary fuel for these vehicles is CNG (Compressed Natural Gas) with unleaded gasoline used as a backup. The fuel tanks will be maintained at one-half tank or more at all times. If the gage shows less than one-half tank, the individual(s) responsible for the vehicle will ensure that the vehicle is taken to transportation and filled up.

13.2.3.3. During winter months, the vehicles will be plugged in and the windshield covers installed.

13.2.4. Security. The security for the alert ramp for modified and conventional alert aircraft is per AFI 31-101, Vol. 1/AFRC Sup 1, *The Air Force Physical Security Program*.

13.3. Personnel:

13.3.1. General Rules. Support for our receivers requires strict control of the alert force and strict compliance with published procedures. Timely response is necessary. We must avoid any delay that can result in failure to meet required timing.

13.3.2. Dependent Visitation Program.

13.3.2.1. Restrictions on visitation are as outlined in chapter 2 except visitors do not need to be pre-announced or signed into the alert facility.

13.3.2.2. In the event that the crew is required to report to CP to prepare for launch or a sortie upgrade, sponsors should escort visitors out of the alert area immediately and report as directed.

13.3.3. A SAC is not specified for day to day modified/conventional alert. Each aircraft commander is responsible for the supervision of their crew.

13.3.3.1. The daily alert briefing consists of a changeover briefing between each off going and oncoming crew member. Pass along all required information and radios/pagers.

13.3.4. Crew Freedom of Action.

13.3.4.1. Crews are authorized to travel to any location on the Grissom Aeroplex except the Eagle's Point housing area and the aeroplex industrial complex south of the runway. Pagers/TAAN radios will be considered the primary means of constant communication with the 434th CP for mission tasking and must be carried by all alert crew members at all times. Two-way radios will be carried as a backup for mission tasking notifications and normal day-to-day communications. If either device is inoperative or located such that direct CP communication is not insured (turned off due to classified briefing/discussion, etc.), notify the CP immediately and keep them advised of your location at all times.

13.3.4.1.1. When jogging, crew members will carry a pager/TAAN radio and ID card. The crew member will notify CP of their departure, intended course, and return.

13.3.4.2. Crew members must sleep in the alert facility.

13.3.5. Alert Force Crew Sign In/Out Procedures.

13.3.5.1. Each crew member will contact the CP ASAP (but NLT 1800L) to confirm that their individual changeover is complete.

13.3.5.2. Crew members must use the sign-out board located in the alert facility from 1615 – 0730

weekdays and at all times during weekends and holidays to inform the aircraft commander of crew locations. Crew members may sign out to all locations that they plan to be. Before traveling to a different destination not listed on the board, crew members must return to the alert facility or call another crew member to change their location on the sign-out board.

13.3.6. Daily Duty Schedule.

	Monday through Friday	Saturday, Sunday, and Holidays
Preflight	0730 L	1000L

13.3.6.1. Unit Training Assembly (UTA) Weekend Duty Schedule. Perform the daily preflight at 0730L on Saturday and at 0700L on Sunday in order to meet all scheduled UTA training requirements.

13.3.6.2. An individual scheduled for alert may perform routine duties, ground training and/or mission preparation as assigned by their section chief during their regularly scheduled work period. Twelve hours of uninterrupted crew rest will be required prior to reporting for any work (civilian or military) on a day an individual will begin alert status. Alert duty does not constitute official crew rest, but is designed to provide sufficient rest to meet mission requirements. All alert crew members remain in the defined alert facility from 2300 to 0700L to ensure an 8-hour period of uninterrupted time for sleep. Applicable flight duty periods begin upon mission execution and restrictions will be determined by gaining MAJCOM at that time.

13.3.6.3. If duty requires any crew member to be absent at the scheduled preflight time, it is the aircraft commanders responsibility to reschedule the preflight to ensure all crew members can attend.

13.3.7. Billeting. Billeting will be in assigned rooms and crews must sleep at the alert facility. Make no changes to room assignments or furniture without the approval of the alert facility manager.

13.3.8. Dining Procedures. Services will publish club hours. Other dining facilities on the Grissom aeroplex are also available and authorized locations to eat.

13.3.9. Alert Facility General House Rules.

13.3.9.1. Purpose. To establish a set of rules that ensures the comfort and well being of the majority are not infringed on by the careless or undisciplined acts of the few.

13.3.9.2. Applicability. These rules apply to all personnel assigned to, using or visiting the alert facility.

13.3.9.3. Procedures. The alert facility management and all crew members are jointly responsible for the enforcement of the following rules.

13.3.9.3.1. The alert facility is a controlled area and will be kept secure at all times. Crew members will ensure that the doors are properly closed and locked upon entry and exit. Any problems with the latching mechanisms will be reported to the alert facility manager ASAP.

13.3.9.3.2. Do not use the main doors by the crew rooms between 2300L and 0700L on normal duty days or between 2300L and 0900L on weekends or holidays.

13.3.9.3.3. Do not broadcast on bricks or TAAN radios between 2300L and 0700L on duty days or between 2300L and 0900L on weekends and holidays.

13.3.9.3.4. Wake up music or signals of any kind are not used until 0700L hours on duty days and 0900L hours on non-duty days.

13.3.9.3.5. Except for crew members in crew rest for a scheduled launch, alert force personnel must vacate sleeping quarters for custodial cleaning.

13.3.9.3.5.1. Crew members will strip the dirty linens from their beds and place them and the dirty towels in the hallway for pickup each morning. Crew members on alert for more than one day may elect to use the same linens. If choosing to do so, leave a note for the custodial contractor of your intentions.

13.3.9.3.5.2. Crew members will not mess up the room after the custodial contractor has cleaned. Be considerate of your alert replacement and leave the room clean, neat, and tidy.

13.3.9.3.6. Store clothes and dirty laundry out of sight.

13.3.9.3.7. Clean out refrigerators before alert changeover.

13.3.9.3.8. Clean out the coffeepot and empty the filter basket after use. This is not part of the custodial contract.

13.3.9.3.9. Washing machines and dryers are available. Personnel should check the dryer lint trap prior to use and clean the lint trap after use to prevent a fire hazard.

13.3.9.3.10. Each individual assumes personal responsibility for general cleanliness and appearance of the Alert Facility to include policing public areas after use. Immediately clean up any spills you create.

13.3.9.3.11. The alert facility is a no smoking facility. Smoking is authorized outside the middle east doors. Use of the smoke cans is mandatory.

13.4. Alert Force Management:

13.4.1. Key Personnel. The following personnel have direct control or responsibility affecting the alert force; ARW/CC, ARW/CP, ARW/XPO, OG/CC, OG/CD, OG/AL, 72/74 ARS/DO, AGS/LGG, and LSS/LGT.

13.5. Operations:

13.5.1. Test Alerts. Crew members should query the CP if the klaxon activates at other than the scheduled time for the daily klaxon test. See 13.9.2 for further guidance.

13.5.2. Forms.

13.5.2.1. DD Form 365-4, **Weight and Balance Computer Form**. Sorties will maintain a copy of the DD Form 365-4 showing actual fuel loading on the aircraft. Crews will also display a planned copy on the crew sign-out board in the alert facility.

13.5.2.2. AMC Form 41, **Flight Authorization**. Prepare and file flight orders as soon as possible, preferably prior to a required launch. The aircraft commander should request the flight authorization form from the appropriate administration section when required.

13.5.3. Aircrew Changeover.

13.5.3.1. Normal aircrew changeover occurs between 1600L and 1615L daily but not later than 1800L. Crew chief changeover occurs not later than 1630L. Each crew member must meet with the individual that they are replacing and receive a briefing on pertinent information.

13.5.3.2. When classified materials are stored in the alert facility safe, the Racer copilot will check the safe daily to verify that it is secure and then sign off the SF 702, **Security Container Check Sheet**.

13.5.3.3. Crew members should check their rooms to ensure all accountable equipment (e.g., brick, remote, etc.) is present.

13.5.4. Weather Briefings. 434 OSS/ATW will prepare and fax daily alert weather briefing sheets to CP for use by alert crews. The CP controller will provide these briefing sheets along with the mission packages to the crews during launch notification briefings.

13.5.5. Takeoff Performance Computations. Crew members must ensure that they maintain peacetime takeoff capability at all times for modified and conventional alert sorties.

13.5.6. Preflight. Crews will accomplish alert aircraft preflight checks daily. All crew members will attend the daily preflight. If necessary, reschedule preflight times to ensure that every crew member can attend.

13.5.6.1. Crews should charge the battery for at least 20 minutes during the daily preflight.

13.5.6.2. Prior to leaving the aircraft, ensure the Flight Management Systems (FMSs), battery switch, pitot heat, and the window heat are all off. Also ensure that the standby ADI is caged and locked, the hydraulic pressure switches are in the ON position with the auxiliary pumps off, and the DC power switch is not in the main battery (BATT) position.

13.5.7. Aircraft Replacement.

13.5.7.1. Schedule. Logistics will establish an alert aircraft generation schedule that allows for an aircrew acceptance preflight on aircraft changeover days. The LG/CC and OG/CC should coordinate alert changeover schedules.

13.5.7.2. Crew Preflight. The CP controller will notify the crew when the replacement aircraft is ready for preflight. Crew members should go to the old aircraft to download all personal equipment as well as the sortie placard and CMF container. Proceed to the new aircraft, call the CP and state: “(Racer/Quest) on new aircraft, starting preflight”.

13.5.7.3. Thermal Curtains. A qualified technician should install, inspect, and certify thermal curtains as acceptable for alert status. After initial installation and inspection by both maintenance personnel and aircrews, remove all thermal curtains and store them in designated containers. The technician seals these containers.

13.5.7.4. Coordinate with maintenance on taxi and/or tow procedures to move both the old and new alert aircraft to their respective planned parking locations.

13.5.7.5. Preflight Complete. Prepare the aircraft according to the aircraft acceptance procedures as outlined in the flight manual before going on alert. Inform CP after completing the interior inspection checklist and accepting the new aircraft. The aircraft commander will state; “The new aircraft is accepted for alert, request approval to taxi/tow to alert parking spot”.

13.5.7.6. When approval is received from CP, contact tower (if active) for clearance to move aircraft.

13.5.7.7. After the new aircraft is in its final parking spot, accomplish a stored heading alignment on both INUs. Upon completion, call CP and state “New aircraft in position and on alert”.

13.5.7.8. SIOP Alert/Fast Reaction procedures. Prior to any possible response scenario, modified alert crews will receive directions from CP to assume hard alert status. If directed to assume hard alert, follow the directions issued by CP and the guidance found in chapters 2 through 12 of this instruction.

13.5.9. Potential/Actual Disaster. Crews will receive disaster notification by two-way radio, telephone or runner. EAM/SIOP type fast reaction responses are not authorized during modified/conventional alert.

13.5.10. Alert INU Procedures. For modified and conventional alert, the aircrew will accomplish a stored heading alignment when bringing an aircraft up on alert and anytime the heading of the aircraft has been changed (i.e. towing for deicing, etc.). Otherwise, the FMSs will remain off on a daily basis.

13.6. Medical Service:

13.6.1. Do not assign crew members that are DNIF to modified or conventional alert sorties.

13.7. Crew Comm, Plans and Intelligence:

13.7.1. Control of Combat Mission Folders. CMFs for modified SIOP alert missions are stored in the vault in Wing Plans. In certain scenarios, some SIOP CMFs may be stored in the CP or the alert facility safe for reduced generation timing situations. CMFs/packages for conventional missions are stored in CP.

13.7.2. Issue/Control of Communications Documents. SIOP mission COMM Kits are stored in the safe in the crew communications branch. In certain scenarios, some SIOP mission COMM Kits may be stored in the CP or the alert facility safe for reduced generation timing situations. Conventional mission COMM Kits are stored in the CP.

13.7.3. SIOP Study.

13.7.3.1. SIOP study classes are normally presented monthly during the UTA. Crew members must attend at least quarterly to remain mission ready.

13.7.3.2. Alert Sortie Study Requirements. Alert sortie study is optional under modified alert. If directed to resume hard alert, crews must complete sortie study as soon as possible after completing actions to “cock” the aircraft on alert. After resuming hard alert, section 7.4.3. applies. Annotate sortie study on the AF Form 1522, **AFORMS Additional Training Accomplishment Input**.

13.7.4. Command Control Procedures Training (CCP).

13.7.4.1. CCP classes are normally presented monthly during the UTA. Crew members must attend at least quarterly to remain mission ready.

13.8. Security:

13.8.1. Alert Aircraft Entry Procedures. While aircraft are on modified or conventional alert, aircrews do not have to use pre-announcement procedures to visit the aircraft. Crew members must display their AF Form 1199, **Restricted Area Badge**, while inside the red lined area (restricted area). This includes the entire GARB ramp and hangar area.

13.9. Communications:

13.91. Command Post/Crew Communication.

NOTE: Command Post’s ability to maintain 100% communications connectivity to the alert force 100% of the time is of paramount importance. Failure on the part of just one crew member could result in our inability to accomplish the alert mission.

13.9.1.1. Pagers/TAAN radios are the primary means of constant communication with the 434th CP for mission tasking and must be carried by all alert crew members at all times. Two-way radios will be carried as a backup for mission tasking notifications and normal day-to-day communications. If either device is inoperative or located such that direct CP communication is not insured, notify the CP immediately and keep them advised of your location at all times.

13.9.2. Klaxon and Alerting System and Testing.

13.9.2.1. The CP controller tests the Klaxon system every day at approximately 0900L.

13.9.2.2. The pagers (or TAAN radios if used) will be checked daily.

13.9.2.3. The CP controller will activate the pagers/TAAN radios between 0845 and 0915L followed by a poll of the alert force over the two-way, hand-held radios. Each crew member will respond as to whether their pager/TAAN radio functioned properly.

13.9.2.3.1. Getting a malfunctioning pager/TAAN radio replaced is the responsibility of the individual

crew member.

13.9.2.3.2. If a crew member fails to respond to the CP controller's poll, the controller will notify the respective aircraft commander. It is then that aircraft commander's responsibility to locate that crew member, determine their communications capability and report this to the controller.

13.9.2.4. If the pager/TAAN radio system is activated at any time other than as stated above without pre-coordination with the alert force, the crews will treat this as a launch notification and report to the CP ASAP.

13.9.3. Command Post. Command Post will instruct crews when to resume hard alert. The controller should contact crews in accordance with local checklists.

13.9.4. Modified Alert primary UHF Radio Frequencies.

13.9.4.1. UHF 1: Command Post – 252.1.

13.9.4.2. UHF 2: Ground – 275.8.

13.10. Command Post/Tower/Alert Procedures:

13.10.1. Fast reaction type alert exercises are not accomplished while on modified or conventional alert status.

13.11. Maintenance:

13.11.1. Alert Maintenance Procedures.

13.11.1.1. Assign only peacetime operationally capable aircraft to modified or conventional alert duty. Immediately report any item that could affect the aircraft's mission capabilities to MCF.

13.11.1.2. The aircraft commander is responsible for the status of the alert aircraft at all times. Any activity that requires movement of the aircraft or any switch or equipment on the aircraft will be coordinated with the aircraft commander first. Alert crews will not perform any maintenance task they are not specifically qualified to perform, but will assist maintenance personnel in any way possible and will ensure the safety and security of the aircraft and personnel involved. At the completion of any maintenance action the aircraft commander will be responsible for ensuring the aircraft is properly configured to meet mission requirements. Aircraft commanders report changes to the aircraft status to the 434 OG/CC through the CP and maintenance will report through the MCF.

13.11.1.3. In those cases that require a degraded sortie status, the aircraft commander must obtain approval from the OG/CC through CP. Maintenance informs MCF of the aircraft status. Crews will then accomplish the Uncocking Checklist if required. When maintenance is complete, use the preflight checklist to return the aircraft to alert status.

13.11.2. Fuel Configuration and Servicing.

13.11.2.1. Standard maximum peacetime fuel loads are 180.0 for 16 Sep through 31 May and 170.0 for 1 Jun through 15 Sep. Normally, any aircraft being generated for alert within approximately two weeks either side of a transition date will be configured with the new fuel load. Both sorties must maintain the same fuel load; so, maintenance will also adjust the remaining aircraft's fuel on the same day. If there are no alert aircraft replacements scheduled within this two week window either side of the transition day, then XP and OG will coordinate and direct maintenance when to actually adjust both sortie's fuel loads.

13.12. Freezing Rain and Snowfall Precautions/Removal:

13.12.1. Purpose. To ensure launch capability of alert aircraft prior to, during and after excessive

snowfall or freezing rain conditions.

13.12.2. Responsibilities. The CP controller with the assistance of the OG/CC, LG/CC and the alert aircraft commanders as necessary will implement the following procedures when conditions warrant.

13.12.2.1. If freezing rain and/or heavy snowfall is predicted and the capability exists, the alert aircraft should be towed into the hangers or onto the de-icing pad.

13.12.2.1.1. If towing or de-icing is required, the alert crews may be required to assist maintenance personnel by riding brakes, holding flight controls, etc. See 13.11.1.2. for further guidance.

13.12.2.2. When snow begins to accumulate to a significant degree, the CP controller will coordinate with the snow removal team to clear alert taxiways, parking spots, and the runway to ensure launch capability. If the aircraft were left on the ramp and accumulation continues and drifting occurs around the aircraft, they will be pulled forward until the parking spot is clear, then re-parked. Alternatively, if any spots are vacant, aircraft can be rotated into empty cleared spots.

13.12.2.3. The aircraft commanders will direct crew members to help the crew chief shovel a 20-foot long path in front of each gear truck and remove snow from aircraft fuselage if directed.

13.12.2.4. The alert crews will coordinate with the supervisor of the snow removal team to ensure that snow is not piled up where it would prevent alert aircraft from taxiing.

13.12.3. As soon as it becomes apparent that mission timing cannot be met due to inclement weather, the CP controller will notify TACC and comply with appropriate local checklists and directives.

13.13. Deployed Alert:

13.13.1. 434 ARW aircraft will not be tasked for deployed alert while in a modified alert status.

13.14. Peacetime Launch of Alert Aircraft:

13.14.1. If directed to report to the CP for a briefing, the crew will proceed there immediately. As soon as a takeoff time is established and their services are no longer required, the aircraft commander will release the copilot and the crew chief to the aircraft to begin alignment of the inertial navigation equipment. The remainder of the crew will finish mission preparations, pick up any professional equipment required for the mission (to include the copilots gear if necessary) and report to the aircraft. A thorough mission briefing will then be accomplished at the aircraft.

13.14.2. When alert sorties are notified of a launch and it is feasible to do so, maintenance will immediately begin generating another aircraft to be used as a spare. If not required for launch, this aircraft may be used to resume alert duties in accordance with alert regeneration timing requirements.

13.14.3. When alert sorties are notified of a launch, the OG/CC immediately forms a additional crew-rested crew to preflight and man the spare aircraft as applicable. If the spare is not required, the crew will generate the aircraft for possible alert duties as directed.

CHRISTOPER M. JONIEC, Colonel, USAFR

Commander

