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Operations

AIR MOBILITY OPERATIONS

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This instruction implements AFD 10-21, *Air Mobility Lead Command Roles and Responsibilities*, and amplifies specific 354 Fighter Wing (354 FW) air mobility operational procedures and provides detailed guidance and direction for direct and support agencies, units assigned, attached, or associated to the 354 FW in support of pre-launch and post launch of aircraft transiting Eielson AFB. This regulation will be used in conjunction with PACAFI 11-208, Pacific Air mobility Operations and PACAFI 10-207, PACAF Command Posts. It does not apply to the US Air Force Reserve units and members.

1. General . The following units assigned to Eielson Air Force Base will provide direct or support functions to transient aircraft during pre and post flight operations coordinated through the 354th Fighter Wing Command Post (354 FW/CP):

- 1.1. 354th Fighter Wing (354 FW/CP)
- 1.2. 354th Operations Support Squadron (354 OSS/OSAM/OSW)
- 1.3. 354th Maintenance Squadron (354 MXS/LGMSA)
- 1.4. 354th Security Forces Squadron (354 SFS)
- 1.5. 354th Services Squadron (354 SVS/SVML/SVMF)
- 1.6. Contract Air Terminal Operations (CATO)
- 1.7. Customs/Agriculture (as required).

2. Command Post/Responsibilities. The 354 FW/CP serves as the primary POC for Air Mobility Operations. The CP is responsible for both PACAF gained/attached and AMC operated missions regardless of mission number. Due to current PACAF command post manning Prime Knight functions will not be accomplished.

2.1. CP personnel will use C2IPS, WGTASAMS, and PPR sheets received from Base Operations to track missions transiting Eielson AFB. Once notified of an aircraft's inbound status, controllers will relay that information to appropriate base support agencies to ensure support is available upon the aircraft's arrival.

2.1.1. Base support agencies contacted are dependent on the type mission but will include as a minimum: CATO, POL, SFS, TA, Vehicle Operations and Base Operations.

2.1.1.1. Command Post controllers will coordinate with Base Operations, Transient Alert, and CATO to determine parking location for transient aircraft. R/S, P/Q, O, and G/H/E/F rows will be used for transient aircraft parking.

2.1.2. For missions that Remain Over Night (RON) the following agencies will be added to the notification list: Billeting and In-flight Kitchen. Controllers will notify the Gold Rush Inn at 377-1844 with the following information:

2.1.2.1. Number of personnel including flight crew. Relay size of aircrew by officers/enlisted/male/female (MO/FO/ME/FE) as soon as in receipt.

2.1.2.2. Any special requirements for flight crew or passengers (DVs)

2.1.2.3. Estimated time of arrival

2.1.2.4. Number of Priority "1" and Space Available (Space A) personnel

2.1.2.4.1. Fax all available crew orders and personnel information (i.e. Mission Essential Ground Personnel, Troop Commanders/movements) to 377-2559.

2.1.2.5. The Command Post will notify the Two Seasons Dining Facility at 377-3269 with the following information as available from the aircrew but not later than 2 hours prior to scheduled crew pick up:

2.1.2.5.1. Number and type of crew meals needed. (See [Attachment 1](#))

2.1.2.5.2. Quantity of coffee, water and ice required for their mission.

2.1.3. For missions inbound from overseas locations the Law Enforcement Desk (LED) sergeant will be added to the notification list. Controllers will notify the LED sergeant via the hotline with the following information:

2.1.3.1. Time of arrival (Estimated and Actual).

2.1.3.2. Type of aircraft and callsign.

2.1.3.3. Number of crewmembers.

2.1.3.4. Number of passengers (military and civilian).

2.1.3.5. Airfield from which the aircraft is inbound from.

2.2. Controllers will input a missions actual arrival, departure and block in and out times within 10 minutes of receiving it, unless PACAF Emergency Actions (EA) processing is taking place. Delay codes/remarks as appropriate into C2IPS.

2.2.1. CP controllers will coordinate with aircrew/support agencies to determine delay codes ([Attachment 2](#)) and remarks for missions departing more than 14 minutes past the scheduled departure time.

2.2.2. CP controllers will update advisories received from support agencies in C2IPS as soon as it becomes known that a mission may deviate from its itinerary.

2.3. Upon request by Aircraft commanders or Base Operations, controllers will provide Aircraft Commander's (ACs) with Computer Flight Plans by faxing them to Base Operations at 377-3562.

2.4. Upon receipt of a two-hours prior to arrival call from an aircraft, controllers will relay ETA, maintenance status, number of passengers/DVs aboard, type cargo and weight, number of pallets, and any other support desired to the appropriate support agencies.

2.4.1. DV and VIP information will be passed to the protocol office at 377-7686, or applicable standby representative and commander.

2.4.2. If remaining overnight (RON), the CP will relay size of aircrew by officers/enlisted/ male/ female as soon as in receipt. Two hours is sometimes unrealistic due to short flight durations to Eielson; however, once in receipt of the information it will be passed to the appropriate support agencies.

2.4.3. For missions carrying hazardous cargo, the Fire Department, TA, and Base Operations will be added to the notification list.

2.4.4. For missions performing Aeromedical Evacuation missions, controllers will notify appropriate support agencies.

3. Base Operations/Responsibilities. Base Operations is the primary POC for all transient aircraft flight plan information for proposed arrivals and departures at Eielson AFB. All transient aircraft service, requirements, and parking coordination will be directed to Command Post.

3.1. Base Operations will support Command Post with aircraft information to the maximum extent possible but will provide as a minimum:

3.1.1. Transient Flying Schedule. Prior Permission Required requests and issuance for Eielson AFB will be accomplished by Base Operations controllers. The information gathered in the requests will be consolidated into the Transient Flying Schedule.

3.1.1.1. Base Operations will update the information for the Transient Flying Schedule immediately when receiving PPR requests. Command Post will have read only access to this information from their desktop and may retrieve the Transient Flying Schedule at their discretion. If the LAN is inoperable for a period longer than 2 hours, procedures outlined in Para [3.1.1.2](#) will be implemented until the situation is resolved.

3.1.1.2. As a backup plan to procedures outlined in para [3.1.1.1](#). Base Operations controllers will fax the Transient Flying Schedule to Command Post every day between the hours of 0100L – 0400L, including weekends and holidays. Schedule will cover the projected 48-hour period (2 days) beginning at current day 0001L.

3.1.2. Base Operations controllers are responsible for coordinating and assigning parking locations for transient aircraft and will advise Command Post controllers of their locations.

3.1.3. Base Operations controllers will receive computer flight plans from Command Post via facsimile and disseminate appropriately to aircrew members.

3.1.4. Base Operations controllers will notify Command Post controllers on all transient aircraft proposed inbounds, proposed departures (if known), actual times of arrival, and actual times of departure in a timely manner.

3.1.5. Base Operations/Airfield Management will continue to coordinate snow removal operations in accordance with Eielson AFB Snow and Ice Control Plan.

3.1.6. Base Operations will continue to carry out directed responsibilities set forth by FWI 13-203, *Air Traffic Control Procedures and Airfield Operations*.

3.1.7. Base Operations controllers will direct all calls concerning transient aircraft handling, i.e. passenger processing, cargo movement, and/or special handling, to Command Post controllers at 377-1500.

4. Weather/Responsibilities

4.1. The Eielson Weather Flight (354 OSS/OSW) will provide weather observations 0600-2300L and upon request in support of transient aircraft launch and recovery.

4.2. The 11th Operational Weather Squadron (11 OWS) at Elmendorf AFB is the primary source of flight weather briefings for transient aircrews. To ensure proper coordination, requests for flight weather briefings should be made not less than 2 hours before required. Upon receipt of briefing request, the 354th OSS Weather Flight observer will ensure that transient flight weather briefing support is coordinated through the 11 OWS and is available IAW AFI 15-129.

4.2.1. When 354 OSS/OSW forecast services are not available due to limited duty hours and/or workload, the Eielson Weather Flight will provide a designated area equipped with communication systems configured to allow transient aircrews to contact the 11 OWS and accomplish flight weather briefings. The location of this area will be at the weather counter across from Airfield Operations, convenient for transient aircrews to access. The briefing area will include the following items:

4.2.1.1. Class A (DSN/Comm capable) telephone and fax machine.

4.2.1.2. Required briefing forms (e.g., DD Form 175-1, **Flight Weather Briefing** forms), writing paper, and expendable supplies.

4.2.1.3. Pertinent information (i.e., web site instructions, OWS Briefing Cell phone numbers/instructions) to assist the transient aircrews in completing their briefings.

4.2.2. Forecaster services are normally available at Eielson AFB coincident with the wing-flying window. When forecaster services are available and workload permits, the Eielson Weather Flight may assist transient aircrews as a courtesy to both the aircrews and to the 11 OWS.

5. Transient Alert

5.1. Transient Alert Services are provided by contract. All issues concerning the performance of these services shall be coordinated with the government QAE and the 354th Contracting Squadron. Transient Alert Services are responsible for Transient Aircraft as defined in the contract. Contract Performance Work Statement PWS par. 2.2.13 defines Transient Aircraft as follows: Transient Aircraft. Any aircraft with a serial number not assigned to Eielson AFB. This does not include aircraft deployed here for exercise or local flying with the exception of their initial recovery and final launch.

- 5.2. Provide arrival services as per Contract (Follow Me, Marshalling, Parking).
- 5.3. Coordinate with 354 MXS/LGMG or provide support equipment.
- 5.4. Coordinate or perform transient aircraft servicing as per Contract.
- 5.5. Coordinate with MOCC or Command Post to arrange for fuel delivery when requested by the aircraft commander.
- 5.6. Order aircraft parts as stated in contract. Par. 5.2.11. of the PWS states the following. Order necessary parts for **transient aircraft** from 354 SUPS/LGSCM (MICAP), (**Necessary parts are identified as parts required to repair a code 3/grounding discrepancy on an aircraft**).
- 5.7. Remove snow and/or de-ice transient aircraft at the aircraft commander's request. C-5 and C-17 aircraft shall supply an individual to remove snow or ice from the "T"-tail if required.
- 5.8. Provide departure service as per Contract.

6. Security Forces/(Customs) Responsibilities

6.1. **GENERAL.** Military Customs Inspector (Exempted) (MCI (E)) personnel have been trained by the Bureau of Customs to perform customs checks of all military aircraft, military personnel, and their property arriving from ports outside the United States.

6.1.1. The security forces may inspect or clear inbound cargo that is made in the US and being brought back into the US. The US Government Importation Letter must be accomplished and signed by the aircraft commander. US Customs Service, Fairbanks, must be briefed.

6.1.2. Security forces will also randomly check for prohibited agricultural items (such as fresh fruits, vegetables, and meats) and personal baggage to check the accuracy of individual declarations.

6.2. **RESPONSIBILITY.** Element sergeants will ensure designated MCI (E) meet and perform customs checks on all military aircraft arriving from outside the United States IAW FOI 24-401.

6.3. PROCEDURES.

6.3.1. Immediately upon receiving notification from the Command Post the desk sergeant will notify the designated MCI (E) and relay the following information pertaining to the incoming overseas flight:

6.3.2. Time of arrival.

6.3.3. Type of aircraft.

6.3.4. Number of crewmembers.

6.3.5. Number of passengers (military and civilian).

6.3.6. Where the aircraft is inbound from.

7. Lodging (Gold Rush Inn)

7.1. Upon receiving notification from the Command Post the lodging personnel will process the aircrew and or passengers room requests.

7.2. Aircrew members will be assigned flight crew rooms or non-availability slips.

7.3. Individuals on Priority “1” orders will be assigned rooms or non-availability slips.

7.4. All other Space “A” requests will be processed on a room to room basis.

8. In-flight Kitchen (Two Season’s Dining Facility)

8.1. In-flight personnel must receive the meal request from the Command Post or aircrew NLT 2 hours prior to aircrew pick-up time to process the meal orders.

8.2. Upon receiving notification from the Command Post or the Aircrew the In-flight personnel will process the meal order and ensure available for aircrew pick-up as scheduled.

9. Contract Air Terminal Operations (CATO)

9.1. **GENERAL.** The CATO handles all US Government owned or operated and US sponsored foreign government aircraft arriving Eielson and requiring ground handling services as defined in the Performance Work Statement/Statement of Need. CATO is responsible for all passenger operations, all cargo operations and all fleet service requests.

9.2. **RESPONSIBILITY.** The CATO Services are provided by contract. All issues concerning the performance of these services shall be coordinated with the 715th AMOG OL-A Chief/Quality Assurance Personnel and the 715 AMOG Contracting Officer. The CATO handles all aircraft that transit the base and acts as the sole point of contact for any cargo or passengers that will be moving by air. CATO is also the clearance authority for all explosives arriving or departing by military aircraft. All explosive cargo has to be cleared by this office before it can be airlifted in or out of the base. The areas of responsibility for CATO listed in the Performance Work Statement/Statement of Need and includes the following:

9.2.1. Air Terminal Operations Center (ATOC) is responsible for coordinating aircraft arrival and departure times with the air crew and base operations or the command post. All requirements and requested services need to be called in to this office.

9.2.2. The controller will then relay the requests to the appropriate sections of CATO for completion.

9.2.3. The controller is also responsible for coordinating with down line stations.

9.3. Air Freight is responsible for the uploading and downloading of channel cargo transiting Eielson.

9.3.1. They accomplish the manifesting of the cargo for the aircraft and also brief the crew as to what is on the aircraft.

9.3.2. They are responsible for inspecting all hazardous cargo that is to be airlifted.

9.4. Fleet service is responsible for servicing the latrines and collecting trash from all aircraft that request their services.

9.5. Fleet service will remove all trash from aircraft and dispose of in compliance with the US Department of Agriculture (USDA)

9.6. Passenger Service handles all passengers transiting Eielson.

9.7. Standard operating hours for CATO is 0730-1630 Monday through Friday. CATO will be closed for weekends and holidays but have individuals on stand-by at all times ready to be called in if the need arises.

9.7.1. Once the stand-by individual is called he has an hour response time and will contact other CATO employees at his discretion.

9.7.2. The Command Post will receive a current recall roster from CATO monthly or as changes occur.

10. Vehicle Operations

10.1. **General.** Vehicle Operations handles all transportation needs for arriving TDY aircrews to Eielson with the exception of aircrews supporting the Alaska Air National Guard.

10.1.1. It is Vehicle Operations policy to require that all UDI vehicles given to aircrews are brought back to Transportation, all trash removed and fueled, before the launch of the aircraft. Do not allow aircrews to leave vehicles unattended on the flightline.

10.1.2. Vehicle Operations will provide crew support to and from the aircraft when called upon to do so. This includes from Base Operations, on base eating establishments, or Lodging.

10.2. **Responsibilities.** Vehicle Operations handles all transient aircrews coming to the 354 Fighter Wing, and serves as the sole point of contact for aircrew transport in and around Eielson AFB. Providing U-drive-It vehicles when possible, or crewbus support when UDI's are not available or if the crew is not RON.

10.3. **Procedures.** Upon notification from the Command Post the dispatcher will notify the operator and relay the following information pertaining to the crew.

10.3.1. Parking location(s)

10.3.2. Type of aircraft(s)

10.3.3. Number of crewmembers

10.3.4. UDI support (if available)

10.3.4.1. If UDI support is not needed or not available the operator will remain with the crew until the aircrew has received lodging. If not RON the operator will remain with them until released.

10.3.4.2. The crew will be taken to Transportation to pick up the requested UDI(s). A Check-Out/Policy Letter will be accomplished and signed by a responsible crew member.

10.3.4.3. Upon completion, the UDI(s) will be returned to Transportation trash emptied and full of fuel. If for some reason, there is excessive dirt or mud on the vehicle the aircrew is responsible for cleaning the vehicle.

BOB D. DuLANEY, Brig Gen, USAF
Commander

Attachment 1**IN-FLIGHT CREW MEALS**

The in-flight kitchen is located in the Two Seasons Dining Facility and is open 24 hours 7 days a week. Crew meals are \$2.65 a meal. In-flight kitchen only accepts cash (no government cards accepted). Each meal comes with 2 sandwiches, 1 fruit drink and other snack food type items. Orders may be taken at 377-3269.

Table A1.1. Sample In-flight Crew Meals

1. Ham and Cheese
2. Turkey and Cheese
3. Roast Beef and Cheese
4. Peanut Butter and Jelly
5. Chicken Fillets

Attachment 2

GLOSSARY

A2.1. Terms Explained. The following is a list of common definitions the 354th FW units will encounter during air mobility operations. This list is not inclusive. For explanation of terms other than those below, see Joint Chiefs of Staff Publication 1-02, Department of Defense Dictionary of Military and Associated Terms, AFM 11-1, Vol. 1, US Air Force Glossary of Standardized Terms; AFD 10-2, *Readiness*, AFI 10-207, *Command Post*, and PACAFI 10-205, PACAF Alert System.

A2.2. Actual Arrival Time (Military Aircraft). The time the aircraft initially touches down.

A2.3. Aeromedical Evacuation. Airlift service provided to move medical patients.

A2.4. Airlift Requirement. That tonnage (passengers, cargo, medical evacuees, and/or mail) required to be airlifted to or from an area during a definite period.

A2.5. Allowable Cabin Load (ACL). The maximum payload that can be carried on a mission. It may be limited by the maximum takeoff gross weight, maximum landing gross weight, or by the maximum zero fuel weight.

A2.6. Block-In Time. The time the aircraft is parked.

A2.7. Block-Out Time. The time the aircraft chocks are pulled, brakes are released, and begins to taxi for takeoff.

A2.8. BLUE BARK. US military personnel, civilian DOD employees (US citizens), and/or their dependents traveling in connection with the death of an immediate family member. Escorts for dependents of military members traveling under competent orders also carry this designation.

A2.9. Channel Airlift. Common-user airlift provided on a scheduled basis between two points.

A2.10. Close Hold Missions. Certain high sensitive missions requiring special handling, limited access, and modification to normal C² procedures.

A2.11. CLOSE WATCH Missions. Missions receiving special attention. All actions must be taken to ensure on-time accomplishment and users are notified when delays occur or can be anticipated.

A2.12. Command Post (CP). The facility from where the commander and staff direct actions to support the unit's assigned mission. It is the focal point of the unit's operation. It receives, analyzes, displays, and disseminates orders, information, and requests pertinent to the assigned task.

A2.13. Departure Time. An aircraft's take-off time as recorded by a control tower (or flight service station) and relayed to base operations or applicable C² agency. When working with fighter aircraft, the control tower takeoff time is the INITIAL DEPARTURE TIME and the aircrews debrief time is the OFFICIAL DEPARTURE TIME.

A2.14. Diversion/Divert. A change in flight from a scheduled destination to any other airfield.

A2.15. DV/VIP. Distinguished Visitor/Very Important Person. Military passengers, including those of friendly nations of star, flag rank, or equivalent status to include diplomats, cabinet members, and members of Congress. Others may be designated as VIPs due to their mission or position by the agency of the Department of Defense authorizing the individual's travel. BLUE BARK passengers are handled as VIPs.

A2.16. ETIC. Estimated time in commission.

A2.17. Ground Time. The time span between aircraft arrival in the blocks and takeoff (block-out time for commercial aircraft).

A2.18. Hazardous Cargo/Materials. Explosive, toxic, caustic, nuclear, combustible, flammable, biologically infectious, or poisonous materials as defined in AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*, that may directly endanger human life or property, particularly if misused, mishandled, or involved in accidents.

A2.19. Joint Airborne/Air Transportability Training (JA/ATT). Continuation and proficiency combat airlift training conducted in support of DOD agencies. It includes airdrop, air assault, aircraft load training, and service school support.

A2.20. Maintenance Codes:

A2.20.1. Fully Mission Capable (FMC)/(A1)

A2.20.2. Partially Mission Capable (PMC)/(A2)

A2.20.3. Not Mission Capable (NMC)/(A3)

A2.20.4. +M – Maintenance

A2.20.5. +S - Supply

A2.21. Mission Critical Aircraft Parts (MICAP). Critical parts required for mission accomplishment.

A2.22. Mission Essential Ground Personnel (MEGP). Personnel who do not perform in-flight duties but are required to perform essential mission duties (i.e., maintenance personnel).

A2.23. Mission Monitoring. The process of monitoring aircraft movements to include, as applicable per type of aircraft and mission: crew alerting, cargo and passengers, schedule changes, air refueling coordination, and arrival/departure data. This includes monitoring unit aircraft that are in an operational TDY status.

A2.24. Quick-turn. Procedures designed to reduce ground times at en route/turnaround stations to expedite the movement of selected airlift missions.

A2.25. Scheduled return time (SRT). The time calculated by adding 24 hours to the scheduled time of mission completion.

A2.26. Scheduled departure Time. The time established in the PACAF/AMC cargo/passenger schedule, or operation orders. The PACAF AMOCC establishes this time for air aborts/diversions after consulting with the CP and aircraft commander. Early deviation does not apply to aborts and diversions unless the mission is formally rescheduled.

A2.27. Special Assignment Airlift Mission (SAAM). Airlift requirements requiring special consideration due to passengers, cargo, urgency of movement, sensitivity, or other factors.

A2.28. Special Air Mission (SAM). Missions operated in support of DOD special airlift requirements.

A2.29. Transient Aircraft. Any aircraft with a serial number not assigned to Eielson AFB. This does not include aircraft deployed here for exercises or local flying with the exception of their initial recovery and final launch.

A2.30. Very Very Important Parts (VVIP). Certain aircraft parts which, due to their high value, critical shortage or immediate need to support NMCS requirements; must receive special handling.

A2.31. Wing Operations Center (WOC). The WOC is the wing commander's facility used by the staff in support of contingencies (real world/exercise). It normally includes a C² Element, Command Section, Battle Staff, CSS/CAT, SRC, and other planning/support elements as required to support the mission. When the Battle Staff/CAT is formed, the CP supports the WOC, and is an integral portion of the Commander's C² function. Time permitting, all tasking of the WOC is accomplished through a central point. The WOC is also the operations control function for all units assigned or attached to the wing for flying operations. The WOC requires communication with assigned/augmenting flying squadrons, maintenance control, departure control, the Tactical Air Control Center, Control and Reporting Center, and the Air Support Operations Center.

Attachment 3

DEVIATION CODE LISTING

A3.1. The 354 FW/CP will be responsible for sending all delay information. The Command Post will coordinate with the appropriate agency responsible for the delay. The referring agency will provide the necessary information for the remarks section of the advisory/delay message. The provided remarks should be detailed yet concise. Below you will find all of the allowable delay codes, prescribed meanings and deviation time conversion chart (in tenths).

Miscellaneous Deviation Indicators

Weather

- 100 Weather in the air refueling track (specify AR track and ARCT) or at the drop zone (specify drop zone) (i.e., thunderstorms, turbulence, winds, etc.)
- 101 Ambient temperature or pressure dictated a change in fuel or cargo load
- 102 Inspection or repair of weather related damage
- 103 Weather precluded aircraft ground processing such as loading, refueling, repairing, etc. (i.e., lightning, ice, tornado, heavy precipitation, high winds, etc.)
- 104 Weather precluded takeoff or any traffic movement on the flight line, taxiway, etc. (i.e., winds, visibility, ice, etc.)
- 105 Weather en route to destination (i.e., thunderstorms, turbulence, icing, flight level winds, etc.)
- 106 Arrival station weather precluded a safe landing (lightning, winds, turbulence, visibility etc.)
- 107 Late for deicing caused by weather factors (i.e., frost, freezing precipitation, or snow)

Events and Incidents

- 110 Criminal/terrorist threat, inadequate force protection, questionable in-place security measures precluded safe operating environment
- 111 Damage from hostile action (i.e., enemy fire, sabotage, attempted aircraft piracy etc.)
- 112 Damage from non-hostile action (i.e., vehicle, other aircraft, etc.)
- 113 Bird strike or BASH condition (departure or arrival station)
- 114 Bomb threat or aircraft piracy interrupted airfield operations
- 115 Security precaution; processed passenger(s) did not get on aircraft, baggage removal required

A3.2. Host Base Support (at PACAF bases)

- 116 Services support (i.e., feeding, in-flight kitchen, lodging, etc.)
- 117 Civil Engineering support (i.e., airfield facility electrical power, barrier reset, snow removal, etc.)
- 118 Transportation support, other than aerial port (i.e., crew bus, TMO, etc.)
- 119 Operations support (i.e., airfield management, weather shop, etc.)
- 120 Life Support

A3.3. Host Base Support (at Non-PACAF bases)

- 121 Services Support (i.e., feeding, in-flight kitchen, lodging, etc.)
(Can also be used if excessive distance of lodging was primary cause of delay.)
- 122 Civil Engineering Support (i.e., airfield facility electrical power, barrier reset, snow removal, etc.)
- 123 Transportation Support, other than aerial port (i.e., crew bus, MHE malfunctioned, etc.)
- 124 Operations Support (i.e., airfield management, host command post, etc.)
- 125 Life Support
- 126 Supply (Use 700 or 800 series deviation indicators for AMC supply support, e.g., FSL.)
- 127 POL (Use 700/800 series deviation indicators for AMC POL support)
- 128 Aircraft maintenance (use only for military aircraft not owned by AMC or AMC gained units; i.e., PACAF C-130 aircraft on an AMC mission)
- 129 Shortage of aircraft support equipment (i.e., power unit, deicing equipment, etc.)

A3.4. External Agencies

- 130 Held for quarantine (i.e., disease, rodents, insects, etc.)
- 131 Held for inspection (i.e., customs, immigration, agriculture, etc.)
- 133 ATC system capacity (slot time, flow control restriction, etc.)
- 134 ATC other than system capacity (i.e., radar outage, tower outage, heavy local traffic, etc.)
- 135 For channel mission, the improper preparation of cargo resulting in leading fuel, acid, etc. (single user MSN's, use 171)(not to be used in-place of aerial port (300 series) when applicable)
- 136 For channel mission, special or unique transportation support not provided by shipper/ host (i.e., special shoring, venting, loading equip, late delivery of ME cargo, rations, etc.)
- 137 For channel mission, held due to passenger/baggage support by non-AMC agency (pax/baggage delay when terminal is managed by ACC, AFMC, etc.)
- 138 MAJCOM other than AMC directed/affected a change to AMC mission (include MAJCOM as the first entry in the remarks section.)

A3.5. Airfield

- 140 Departure station restriction/closure (i.e., quiet hours, construction, emergency in progress, ramp freezes for DV movement, etc.)
- 141 Arrival or down line station restriction/closure (i.e., quiet hours, MOG, construction, distinguished visitor movement, emergency in progress, etc.)
- 142 Departure, arrival, or down line station restriction/closure (i.e., quiet hours, MOG, etc.) caused by the mission running in delay.
- 145 Departure or arrival station unplanned closure directed by the station or NAF (i.e., special ceremonies)

A3.6. Contract Carrier Controllable

- 150 Aircrew (i.e., late reporting, sick, etc.)
- 151 Diplomatic clearance, flight plans, or ATC slot time not obtained by the carrier
- 152 Scheduling error or conflict
- 153 Late positioning due to maintenance at previous stations
- 154 Late positioning from a commercial (non-AMC) mission
- 155 Aircraft mechanical problems at departure or en route station
- 156 Passenger processing or loading (i.e., manifest head count, flight attendant directions, etc.)
- 157 Baggage processing or loading (carrier equipment bed down, re-sequencing of bags, etc.)
- 158 Cargo processing or loading (aircrew W/B calculation, carriers equipment blocks MHE, etc.)
- 159 Fleet service
- 160 Meal service
- 161 Aircraft interior (i.e., cleaning, servicing, maintenance, etc.)
- 162 Aircraft servicing (i.e., fuel, oil, hydraulics, oxygen, etc.)
- 163 Other (any reason not specifically covered, amplify in remarks) (Also use for commercial aircraft over flying an intermediate stop for negative requirements)

Single USER Mission, i.e., SAAM, JA/ATT, exercise, contingency (These deviation indicators are not applicable for channel missions; for channel mission use 135, 136, or 137)

- 170. Customer provided equipment not ready, failed, or not available
- 171. Load improperly configured, prepared, documented, or otherwise not ready
- 172. Mission essential passenger late or no show
- 173. Other deviation accountable to the user (i.e., user showed late without a VALIDATED timing change, etc.)

A3.7. Aeromedical Evacuation (Non-AMC Medical Support)

- 180 Plane-to-plane transfer required
- 181 Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift
- 182 Awaiting medical equipment to accompany patient in flight
- 183 Awaiting Medcrew to accompany patient in flight (includes positioning leg)
- 184 Medical surface transportation (airfield or medical facility) not available
- 185 Add-on patients
- 186 Emergency reconfiguration for AE
- 187 Hospital no-show or late arrival
- 188 Other deviation accountable to medical/AE support or patient airlift (including non-AE missions)

A3.8. Aeromedical Evacuation (AMC Medical Support)

- 189 Plane-to-plane transfer required
- 190 Patient on medical hold for evaluation/treatment or otherwise not prepared for airlift
- 191 Awaiting medical equipment to accompany patient in flight
- 192 Awaiting medcrew to accompany patient in flight (includes positioning leg)
- 193 Medical surface transportation (airfield or medical facility) not available
- 194 Add-on patients
- 195 Emergency reconfiguration for AE
- 196 Hospital no-show or late arrival
- 197 Other deviation accountable to medical/AE support or patient airlift (including non-AE MSN's)
- 198 Other miscellaneous deviations - specific deviation indicator not available, amplify in remarks

Operations Deviation Indicators**Aircrew**

- 200 Crew directed crew rest in the interest of flight safety (fatigue, 3 consecutive maximum crew duty days (CDD), etc.) (For INOP autopilot, use applicable 9XX code.)
- 202 Crew rest (delayed at acft onloading/offloading cargo/PAX, troubleshooting maintenance, crew rest interrupted, etc.)
- 207 Crew duty time insufficient due to delay/divert at a previous station **NOTE:** Enter previous deviation indicator and ICAO to explain reasons for exceeded CDD
- 210 Crew availability, awaiting replacement crew OR crew member (DNIF, disqualified, etc.)
- 211 Crew availability, flying hour limitations

A3.9. Management & Coordination

- 239 Deviation due to CP/TALCE support (late alert, faulty mission setup, etc.)
- 240 Deviation due to aircrew squadron support
- 260 No crew legal for alert due to previous mission deviations. (Use only at stations with a designated crew change).
- 261 Deviation in sympathetic delay for lead/wing aircraft deviation. This code applies when aircraft formation was scheduled for unit training and not based on receiver requirements.
- 262 Local exercises (i.e., ORI, MARE, aircraft piracy, etc.)
- 263 Sympathetic delay due to tanker/receiver

A3.10. Unit Planning

- 271 Awaiting diplomatic clearance for unit planned missions (Not requested on time)
- 272 Airfield operating hours not considered or en route flying times miscalculated

- 273 Requested incorrect equipment or configuration to meet mission requirements
- 274 Required ground support equipment or personnel not positioned (e.g., MHE)
- 279 Deviation required due to scheduling/planning error at originating unit (i.e., MOG, improper ground time, etc.) (Include originating unit's ICAO in the remarks [accountable to home unit's NAF])
- 299 Other miscellaneous deviations - specific deviation indicator not available, amplify in remarks

Aerial Port Deviation Indicators

A3.11. Management

- 300 Incomplete or improper management by Port OPS, ATOC, CATO, etc.
- 301 Additional mission planning required due to incorrect inbound load information
- 302 Improve mission utilization (delay to accommodate priority TWCF cargo/pax)
- 303 Aerial Port personnel duties performed (or not performed) delayed mission

A3.12. Passenger Service

- 320 Passenger processing or loading
- 321 Baggage processing or loading
- 322 Saturation of passenger terminal facilities
- 323 Late or improper meal order by passenger service (not used when crews order meals)
- 324 Passenger or baggage handling equipment malfunction, shortage, or inadequate

A3.13. Air Freight

- 340 Loading time exceeded
- 341 Offloading time exceeded
- 342 Load reconfigured to fit contour of aircraft
- 343 Load reconditioning required (i.e., shoring, tie down, etc.)
- 344 Load documentation incorrect or incomplete
- 345 Malfunction, shortage, or inadequate Material Handling Equipment (MHE)
- 346 Saturation of cargo handling facilities

A3.14. Fleet Service

- 360 Fleet service (general)
- 361 Fleet service equipment malfunctioned, shortage of, or inadequate
- 362 Late delivery of meals, beverages, or supplies
- 363 Saturation of fleet service facilities

399 Other aerial Port deviation - specific deviation indicator not available

A3.15. AMOCC Accountable delays

599 Any delay accountable to AMOCC inputs or mandates that change the mission times or mission itinerary.

A3.16. Logistics Deviation Indicators Maintenance

901 Maintenance personnel duties performed improperly, or not performed, delayed mission

902 Aircraft held for required maintenance training

903 Shortage (based on malfunction) of support equipment (i.e., power unit, A/C, deicing equipment, etc.)

904 Deviation directed to support MICAP

A3.17. Airframe

911 Airframe structure, doors, and windows

912 Cockpit and fuselage compartments/equipment

913 Landing gear

914 Flight controls

915 Boom (tankers)

916 Aerial delivery system (tankers)

A3.18. Power Plant

923 Power Plant (i.e., engine)

924 Auxiliary power plant (APU)

A3.19. Systems

941 Air conditioning, pressurization, and surface ice controls

942 Electrical systems (generators, bus tie connectors, wiring, switches, etc.)

944 Lighting system

945 Hydraulic and pneumatic systems (i.e., hydraulic pump, reservoirs, plumbing, filters, etc.)

946 Fuel Systems

947 Oxygen system

949 Misc. utilities/fire detection/protection system/water waste

951 Instruments/Independent systems

952 Automatic flight controls

955 MADARs and history/flight data/voice recording systems/recorders

- 956 Automatic all weather landing systems (AAWLS)
- 959 Refueling system (receiver aircraft)
- 961 HF Communications
- 962 VHF communications
- 963 UHF communications
- 964 Intercom/Inter-phone
- 965 Information, Friend or Foe (IFF)
- 966 Emergency radio/Emergency communication
- 968 SATCOM
- 969 Miscellaneous Communications Equipment
- 972 Radar navigation/INS
- 973 Station keeping equipment
- 991 Emergency/Survival equipment
- 996 Personnel and Miscellaneous Equipment on the aircraft
- 997 Explosive devices and components
- 999 *Other logistics Maintenance deviation - specific deviation indicator not available*

Note: For delays due to PACAF direction 610 will normally be the delay code. Contact AMOCC for any clarification.

Time Conversion Chart

Minutes to tenths conversion is as follows:

Minutes	Tenths
01-02	0
03-08	1
09-14	2
15-20	3
21-26	4
27-33	5
34-39	6
40-45	7
46-51	8
52-57	9
58-60	1.0