

22 SEPTEMBER 2004



Flying Operations

***PHOENIX BANNER, SILVER, AND COPPER
OPERATIONS***

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This instruction implements basic policy for providing airlift in support of the President of the United States, Vice President, and the United States Secret Service (USSS). It is applicable to all units assigned to or gained by Major Command (MAJCOM) providing these services; and applies to commanders, operations supervisors, and aircrews assigned or attached to all flying activities of these commands. MAJCOMs may supplement this instruction after coordination with Air Mobility Command (AMC), the lead command for this instruction. Forward a copy of all published supplements/chapters to the respective MAJCOM Office of Primary Responsibility (OPR), AMC/DOO. This instruction applies to C-5, C-17, C-130, and C-141 aircrew and augments other directives pertaining to airlift operations. It also applies to Air National Guard (ANG) and Air Force Reserve Command (AFRC) units IAW Air Force Instruction (AFI) 10-301, *Responsibilities of Air Reserve Component (ARC) Forces* and AFI 33-360, Volume 1, *Publications Management Program*. When the guidance in this AFI conflicts with information contained elsewhere, this instruction takes precedence. Contact HQ AMC/DOOO for conflict resolution. Comments and suggested improvements to this instruction should be submitted on AF Form 847, **Recommendation of Change of Publication**, through command channels to HQ AMC/DOO, 402 Scott Drive Unit 3A1, Scott AFB, 62225-5302, using procedures outlined in AFI 11-215, *Flight Manual Procedures and MAJCOM Supplements*. Maintain and dispose of all records created as a result of processes prescribed by this instruction according to AFMAN 37-139, *Records Disposition Schedule*.

The Privacy Act of 1974 affects this instruction. The Privacy Act System Number F011 AF XO A, Air Force Operations Resource Management Systems (AFORMS), covers required information. The authority for maintenance of the system is Title 37 U.S.C. 301a, Public Law 92-204, Section 715, Public Laws 93-570 and 93-294.

SUMMARY OF REVISIONS

IC 2004-1 changes the requirements that an aircraft commander must meet in order to command the Phoenix mission-series—the 200 flying hour requirement as an aircraft commander is deleted and selection of

aircraft commanders to command the Phoenix mission-series is at the discretion of the Squadron Commander. IC 2004-1 also defines "Banner Express." NOTE: A vertical bar in the left margin of AFI 11-289 identifies text changed by IC 2004-1.

Chapter 1— POLICIES	4
1.1. General.	4
1.2. Deviations.	4
1.3. Requisitioning Procedures.	4
1.4. Distribution.	4
1.5. Supplements.	4
1.6. Operations Security (OPSEC).	5
1.7. Terminology.	5
1.8. Airlift Priority—DoD Transportation Movement Priority System	6
1.9. Mission Tasking Authority.	6
Chapter 2— AIRCREW PROCEDURES	7
2.1. Aircrew Mission Procedures.	7
2.2. Mission Kits.	8
2.3. Aircrew Command and Control (C2).	9
2.4. Contacts.	9
2.5. Ground Times, Early Arrivals, and Departures.	9
2.6. Diplomatic Clearances.	9
2.7. Aircraft Configuration.	9
2.8. Passenger Requirements.	10
2.9. Waivers.	11
Chapter 3— AREA STANDBY FORCE AND BACKUP AIRCRAFT POLICIES	13
3.1. Area Standby Force.	13
3.2. Backup Aircraft Policies.	14
3.3. En route "In-System Select" Aircrew and Aircraft Requirements.	15
Chapter 4— SECURITY, AND COMMAND AND CONTROL (C2)	16
4.1. Aircraft Security.	16
4.2. Command and Control.	16

AFI11-289 22 SEPTEMBER 2004	3
Chapter 5— LOGISTICS PROCEDURES	18
5.1. General.	18
5.2. Aircraft Selection and Preparation.	18
5.3. Flying Crew Chiefs.	18
Chapter 6— AIRCRAFT LOADING	19
6.1. Vehicle Loading.	19
Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	20
Attachment 2— IC 2004-1 TO AFI 11-289, PHOENIX BANNER, SILVER, AND COPPER OPERATIONS	22

Chapter 1

POLICIES

1.1. General. This regulation establishes procedures and policy for conducting airlift operations in support of the President, Vice President, and the United States Secret Service (USSS). It applies to all organizations and aircrews, who are responsible for the operation and support of airlift aircraft flying missions in support of presidential requirements. Commanders at all levels must ensure their units are fully aware of the importance and sensitivity of these missions. The guidance in this publication takes precedence over any conflicting guidance issued by field units.

1.2. Deviations. HQ AMC/DOO must approve any deviations from this instruction; HQ AMC/DOV remains responsible for operational waivers. Aircrews should contact HQ AMC TACC/XOO through the HQ AMC TACC Command Center to request deviations. Non-AMC assets will request deviations through normal channels to their Air Mobility Operations Control Center (AMOCC). Requests for specific waivers of this regulation will be forwarded to HQ AMC/DOO for deviation determination. When extraordinary conditions arise that preclude prior approval, the aircraft commander may exercise deviation authority. Aircraft commanders will furnish a written explanation to their commander within 24 hours. Send copies through channels to HQ AMC TACC/XOO and HQ AMC/DOO. Waivers for aircraft operation will be through normal established methods IAW Mission Design Series (MDS) guidance.

1.3. Requisitioning Procedures. Unit commanders provide copies of this instruction for all aircrew members and associated support personnel. This publication is available digitally at <http://www.afpubs.hq.af.mil>.

1.4. Distribution. MAJCOMs will establish a control system for distributing this regulation and changes.

1.4.1. At least one copy of this instruction will be maintained in each airlift C-130, C-141, C-5, and C-17 squadron operations section, readily accessible to operations and aircrew personnel.

1.4.2. Additionally, one copy will be maintained by each of the following:

1.4.2.1. Each mission trip kit.

1.4.2.2. Command Posts, Operations Centers and Air Mobility Control Centers.

1.4.2.3. Staff operations, all levels.

1.4.2.4. Air Terminal Operation Centers.

1.4.2.5. Air Terminal Manager.

1.4.2.6. Air Freight Manager.

1.4.2.7. Fleet Service.

1.4.2.8. Director, Airlift Operations, White House Military Office (WHMO).

1.5. Supplements. MAJCOMs may supplement this AFI after coordination with AMC, the lead command for this instruction. Forward a copy of all published supplements/chapters to the MAJCOM OPR, AMC/DOO. Supplements and local procedures will not duplicate, alter, amend, or be less restrictive than

the provisions of this basic AFI or flight manual publication. Send HQ AMC/DOO an information copy of any supplement.

1.6. Operations Security (OPSEC). OPSEC is critical to PHOENIX BANNER, SILVER, AND COPPER missions. This is especially true when it pertains to the travel of Distinguished Visitors. Ensure all subsequent actions pertinent to this regulation meet AFI 10-1101, *Operations Security*, and requirements. All information concerning PHOENIX BANNER, PHOENIX SILVER, and PHOENIX COPPER missions is limited to a "need to know" and For Official Use Only (FOUO) basis.

1.7. Terminology.

1.7.1. Special Assignment Airlift Mission (SAAM). Mission operated (other than by the 89th Airlift Wing) to satisfy a requirement to pickup or deliver cargo and/or personnel at locations other than those established within the normal channel structure. It is a mission needing special consideration because of the number of passengers, weight of the cargo, size of the cargo, urgency, sensitivity of movement, or other special factors.

1.7.2. PHOENIX BANNER. A SAAM supporting the President of the United States.

1.7.3. PHOENIX SILVER. A SAAM supporting the Vice President of the United States.

1.7.4. PHOENIX COPPER. A SAAM supporting White House-directed missions when not supporting the President or Vice President.

1.7.5. ALFA, BRAVO, and CHARLIE Alert. Alert definitions are expanded as follows when constituted in support of PHOENIX BANNER, SILVER, or COPPER missions:

1.7.5.1. ALFA Standby. Aircraft and aircrew capable of departing 1+00 hour after alert for C-130, C-141, and C-17 and 1+30 hours for C-5.

1.7.5.2. BRAVO Standby. Aircraft and aircrew capable of departing 3+00 hours after alert for C-130 and C-141 missions, 3+30 for C-17 missions, and 3+45 for C-5 missions.

1.7.5.3. CHARLIE Standby. Aircraft and aircrew capable of entering crew rest within 2 hours after notification and becoming legal for alert 12 hours after aircrew notification. C-141 and C-130 aircraft and aircrew will be capable of departing a maximum of 17+15 hours after entering crew rest. C-17 aircraft and aircrew will be capable of departing a maximum of 17+45 hours after entering crew rest. C-5 aircraft and aircrew will be capable of departing a maximum of 18+15 hours after entering crew rest. Aircrews may then be placed in ALFA, BRAVO, or tasked to fly.

1.7.6. Load Time. The time established by WHMO Airlift Operations and PHOENIX BANNER users as the time aircraft doors are open and crew is ready to load cargo or equipment. All servicing activities should be accomplished prior to this time. This time will be published in the Mission Operating Directive (MOD).

1.7.7. Common Users of This Mission. The single POC for each of these users on a given flight is referred to as the troop commander.

1.7.7.1. United States Secret Service (USSS).

1.7.7.2. White House Communications Agency (WHCA).

1.7.7.3. HMX-1 (Marine Presidential Helicopter Squadron).

1.7.7.4. Senior Executive Service (SENEX).

1.7.8. Banner Express. The deployment of aircraft, aircrews, maintenance personnel, support equipment, and a command element to Andrews AFB and Warfield ANGB to sustain the anticipated high ops tempo of CONUS Phoenix Banner/Silver operations during an election season.

1.8. Airlift Priority—DoD Transportation Movement Priority System (DTMPS).

1.8.1. DTMPS priority 1A1 applies to PHOENIX BANNER and PHOENIX SILVER missions.

1.8.2. DTMPS priority 1B1 applies to PHOENIX COPPER missions.

1.9. Mission Tasking Authority. WHMO Airlift Operations validates all PHOENIX BANNER, SILVER, or COPPER missions and assigns SAAM numbers to all missions.

1.9.1. C-130, C-141, C-5, and C-17 Tasking:

1.9.1.1. During Normal Duty Hours. WHMO Airlift Operations validates SAAM airlift requests to United States Transportation Command (USTRANSCOM) Joint Military Control Group (JMCG). The JMCG forwards validated request through HQ AMC TACC/XOO to HQ AMC TACC/XOB, who will task the appropriate airlift wing via telephone or facsimile. HQ AMC TACC/XOO will then transmit a MOD.

1.9.1.2. Other Than Normal Duty Hours. WHMO Airlift Operations validates SAAM airlift requests to USTRANSCOM JMCG through HQ AMC TACC. USTRANSCOM JMCG, through HQ AMC TACC/XOO, passes validated requests to HQ AMC TACC/XOB and informs HQ AMC TACC/XOZ and XOC of the new tasking. HQ AMC TACC/XOB, through HQ AMC TACC/XOC, then tasks the appropriate airlift wing command post. HQ AMC TACC/XOO will then transmit a MOD the next duty day.

1.9.2. Non-AMC assets [Air Education and Training Command (AETC)/Pacific Air Forces (PACAF)/United States Air Forces in Europe (USAFE)] Tasking. WHMO Airlift Operations validates the SAAM request to TRANSCOM JMCG. JMCG passes validated request to HQ AMC TACC/XOO, who, after MAJCOM/DO approval, will coordinate with the appropriate MAJCOM to determine which wing will fly the mission. HQ AMC TACC/XOO will then be authorized direct contact with the tasked unit to coordinate mission details. For the Pacific Command (PACOM) and European Command (EUCOM) theaters, the JMCG should contact PACOM or EUCOM Joint Movement Center (JMC). The JMC will then direct the theater AMOCCs to contact HQ AMC/XOOO to coordinate mission details.

Chapter 2

AIRCREW PROCEDURES

2.1. Aircrew Mission Procedures. Units will plan on using a basic crew with three loadmasters on C-5 aircraft, two loadmasters on C-17 and C-141 aircraft, and one loadmaster on C-130 aircraft, unless the Global Decision Support System (GDSS) or Consolidated Aircraft Mobility Planning System calls for an augmented aircrew. Aircrew evaluations should not normally be scheduled during the mission.

2.1.1. Aircrew Selection. Squadron commanders and operations officers will ensure that crew members chosen for these missions are certified IAW paragraph 2.1.2. and highly capable. Selection should be based on qualification, proficiency, experience, maturity, and mission complexity.

2.1.1.1. Aircraft Commanders. Squadron Commanders will select the aircraft commanders to command PHOENIX BANNER, SILVER, or COPPER missions from among their most qualified aircraft commanders. Selection is a judgment-call, based on the overall performance of candidate A/Cs and on their experience level since upgrade to A/C.

2.1.2. Aircrew Certification. All aircrew members will complete the following training program and be certified prior to flying unsupervised on a PHOENIX BANNER, SILVER, or COPPER mission. Training will focus on the unique circumstances that differentiate this mission from other missions. Crew members may enter PHOENIX BANNER, SILVER, or COPPER mission training once they are fully mission qualified (airland only). Wings will establish and maintain PHOENIX BANNER training programs. As a minimum, the training program will consist of:

2.1.2.1. An instructor-led, in-depth review of AFI 11-289, including a discussion of tasking and execution agencies for PHOENIX BANNER missions and how the aircrew will interface with these agencies. It must also include a discussion of POCs that the aircrew will have to coordinate with in case of diversion or delay, including the Air Force Advance Agent and the troop commander from the USSS, WHCA, HMX-1, and SENEX. The goal is to educate crew members on the interface required between crew members and the users.

2.1.2.2. An open book examination of material covered in AFI 11-289, minimum 80 percent, corrected to 100 percent.

2.1.2.3. A memorandum of certification signed by the squadron commander or operations officer. For AMC, annotate certification on AF Form 1381, **Certification of Aircrew Training**, and file under Tab 1, Section 1, of the individual's Flight Evaluation Folder. The OG/CC must review the Phoenix mission-series certifications at the Stan/Eval Board. For other MAJCOMs, annotate on training letter of transmittal, ARMS, or AF Form 1381 and file IAW MAJCOM directives.

2.1.3. Briefings. The operating wing will brief the aircraft commander on all aspects of the mission. The aircraft commander will then brief the remainder of the aircrew. The aircraft commander or a designated crew member will then discuss these aspects with the designated troop commander. The troop commander is the single POC representing the user. The aircraft commander will ascertain the identity of the troop commander prior to departure. The briefing will include the following:

2.1.3.1. Mission number and priority.

2.1.3.2. Airfields to be transited.

2.1.3.3. Parking locations.

- 2.1.3.4. Remain overnight (RON) restrictions. (Fly mission as planned. RONs at unplanned stops can cause many problems and will not normally be approved. MOD will indicate which fields have specific restrictions to operations.)
 - 2.1.3.5. Servicing at civilian airfields.
 - 2.1.3.6. Load, takeoff and landing times.
 - 2.1.3.7. Names and telephone numbers of contacts.
 - 2.1.3.8. Load information, to include cargo description, number of passengers, and name of highest-ranking passenger (Distinguished Visitor (DV) code 6 and SES-1 or higher).
 - 2.1.3.9. Meal requirements.
 - 2.1.3.10. Security procedures.
 - 2.1.3.11. Command and control (C2) Procedures. If the aircrew enters crew rest, the aircraft commander will ensure the troop commander is aware of the existing C2 at that location (local command post, Tanker Airlift Control Element, TACC, Passenger Service, etc.). This is especially important if there is a chance that another aircrew will assume the mission.
 - 2.1.3.12. Overseas intelligence briefing and customs procedures, if applicable.
 - 2.1.3.13. Diplomatic clearance information.
 - 2.1.3.14. Crew passport and international certificates of vaccinations.
 - 2.1.3.15. Any additional items deemed appropriate.
 - 2.1.3.16. Mission directives (aircraft commander should receive a copy of the MOD and other messages pertaining to the mission when available).
- 2.1.4. Crew Duty Time (CDT) and Flight Duty Period (FDP).
- 2.1.4.1. Both CDT and FDP are in accordance with the appropriate AFI 11-2 MDS-Specific, Volume 3 series.
 - 2.1.4.2. Normally CDT and FDP begin one hour after alert. EXCEPTIONS: Any time a crewmember is required to show before published load time, the CDT and FDP start when the crewmember arrives to perform duties. For ALFA standby, CDT and FDP begin at alert.
- 2.1.5. Aircrew Apparel. The aircrew uniform is the only uniform normally required on PHOENIX BANNER, SILVER, or COPPER missions. Civilian attire may be required at some overseas locations when directed by the Foreign Clearance Guide (FCG).

2.2. Mission Kits. The trip kit will include, as a minimum, the following:

- 2.2.1. A copy of AFI 11-289.
- 2.2.2. Sufficient copies of AF Form 15, **United States Air Force Invoice**.
- 2.2.3. Sufficient copies of AF Form 315, **United States Air Force Avfuels Invoice**.
- 2.2.4. Appropriate customs clearance forms for the crew and passengers.
- 2.2.5. A copy of the unclassified sections of the DoD FCG for missions transiting overseas locations, if not already located with the Flight Information Publications.

2.3. Aircrew Command and Control (C2). Aircrews and controllers will follow C2 procedures as outlined in paragraph 4.2. Any reference to C2 refers to HQ AMC TACC for aircrews on AMC tasked missions and the theater AMOCC for aircrews on theater tasked missions. Aircrews will forward mission problems to HQ AMC TACC or AMOCC, as appropriate.

2.4. Contacts. The primary POC for PHOENIX BANNER, SILVER, or COPPER mission planning is WHMO Airlift Operations. The primary POC for aircrews is HQ AMC TACC/XOC, or the theater AMOCCs, as appropriate. The 89th Aerial Port Squadron (APS) is the single POC for aerial port issues on PHOENIX BANNER, SILVER, or COPPER missions which originate or transit Andrews AFB. Normally, at all offload stations for PHOENIX BANNER missions, an Air Force Advance Agent represents WHMO. If time permits, WHMO provides the name of their POC and Advance Agent to HQ AMC TACC/XOOO, who sends the information in the MOD. If present, the Air Force Advance Agent will meet the aircraft upon arrival. The aircraft commander will provide the Air Force Advance Agent with a number where the aircrew can be reached during overnight stays, and the Advance Agent will provide a number to the aircraft commander where they can be reached. The Advance Agent will not violate the aircraft commander's crew rest. The aircraft commander will inform the Advance Agent and HQ AMC TACC of any maintenance problems, load problems, or schedule changes.

2.5. Ground Times, Early Arrivals, and Departures. At onload and offload stations, the planned ground times for PHOENIX BANNER, SILVER, or COPPER missions are 2+15 hours for C-130 missions, 2+45 hours for C-141 and C-17 missions, and 3+45 hours for C-5 missions. At en route stations without cargo onload or offload, planned ground times are 2+15 hours for C-130, C-141, and C-17 missions and 3+15 hours for C-5 missions. WHMO may request shorter ground times consistent with mission requirements and safety considerations. TO 00-25-172, paragraph 5.32, authorizes concurrent ground operations to include ground servicing, cargo, and maintenance. Aircrews may request early departure if all cargo and passengers are loaded. With C2 concurrence, WHMO must authorize all early arrivals and departures. The aircraft commander should coordinate with the Air Force Advance Agent, if present, to obtain approval.

2.6. Diplomatic Clearances. Required clearances normally will be obtained before home station departure. In some instances, this may not be possible and special assistance by the State Department may be required. Aircraft commanders will become familiar with the provisions of Section III of the DoD FCG and their in-flight responsibilities. Aircraft commanders must ensure proper clearances have been received before entering foreign airspace. When in-flight deviations are required due to emergencies or other contingencies, contact the appropriate C2 for assistance. Aircraft commanders will keep the appropriate C2 informed of all actions taken or any assistance required.

2.7. Aircraft Configuration. Configure PHOENIX BANNER, SILVER, and COPPER missions according to the MOD. Chocks and ground wires will be on board. C-130 missions will have a cargo ramp support (milk stool) on board. Barrier net use is authorized when transporting White House communications equipment. The 89 APS at Andrews AFB keeps nets on-hand for use on these missions. Nets remain with the equipment at the offload base and are used on the return mission. Aerial port personnel at Andrews will retrieve nets when the mission terminates. The 89 APS maintains a configuration kit at Andrews for the exclusive use of PHOENIX BANNER, SILVER, and COPPER missions. The kit includes sufficient tie-down straps, tie-down rings, tie-down chains and barrier nets to allow for short periods of aircraft

surge operations. HQ AMC TACC/XOOO and 89 APS will coordinate the exact quantities of individual items in the kit.

2.8. Passenger Requirements.

2.8.1. In-flight Feeding.

2.8.1.1. MAJCOM/DO may authorize the dispensing of alcoholic beverages.

2.8.1.2. Hot meals (other than in-flight-frozen meals) will not normally be served unless 89 AW stewards are on board.

2.8.1.3. Missions Supporting WHCA and HMX-1. At stations other than Andrews AFB, WHCA and HMX-1 are responsible for the in-flight feeding of their own personnel. The aircraft commander may, at his/her discretion, aid the user in obtaining meals at DoD installations.

2.8.1.3.1. For missions departing Andrews AFB, WHMO Airlift Operations will coordinate with HQ AMC TACC/XOOO to have the number and type of meals requested included in the MOD and GDSS Remarks Section. 89 APS will deliver meals to the aircraft.

2.8.1.4. Missions Supporting USSS. Because of the unique requirements of USSS passengers and their relative unfamiliarity with the DoD infrastructure, aircraft commanders are responsible for ensuring that USSS passenger meal requirements are determined and accommodated when transiting DoD installations.

2.8.1.4.1. WHMO Airlift Operations will ensure meals for the entire mission are determined and planned before departing home station and will include the number and type of meals requested in the MOD. Meals normally will not be requested when mission legs are less than 3 hours. If meal information is not available in the MOD, the aircraft commander will call HQ AMC TACC/XOOO (if an AMC asset and controlled), or AMOCC/XOP (for a PACAF or USAFE mission). If the mission is in execution (within 24 hours of takeoff), the aircraft commander call the appropriate HQ AMC TACC West/East Cell, or AMOCC/XOC, as appropriate. Meals will be provided when requested by WHMO Airlift Operations.

2.8.1.4.2. Do not procure meals from outside of DoD infrastructure. When meals cannot be obtained at en route DoD stops, "over packed" frozen meals or box lunches will be provided if aircraft configuration permits. If meals cannot be provided from within the DoD infrastructure (due to limited facilities, hours of operation, etc.), WHMO Airlift Operations will be notified, and they will notify the user(s).

2.8.1.4.3. Meals for the entire mission should be determined and planned before departing home station.

2.8.1.4.4. In accordance with AFMAN 34-240, *Food Service Program Management*, in-flight kitchens issue meals on a credit basis. The senior passenger representative(s) will collect meal money from all passengers and will turn the money over to the aircraft loadmaster for turn-in at the next station's in-flight kitchen or to their home station in-flight kitchen office upon mission termination.

2.8.2. Ground Requirements.

2.8.2.1. At en route stops, the aircrew is not responsible for special requests of passengers unless directly related to the operation of the aircraft or the mission (as determined by the aircraft commander).

2.8.2.2. Individual passengers are responsible for ensuring their baggage is on the aircraft.

2.8.3. Aircraft Manifesting. WHMO is the manifesting authority for all PHOENIX BANNER, SILVER, and COPPER missions.

2.8.3.1. Space Available and unrelated duty passengers are not authorized on active legs except by very specific exception and approval. Do not manifest, load, or airlift unrelated passengers or cargo unless specifically approved by the user and HQ AMC TACC/XOOO (or the theater AMOCC, as appropriate), who will coordinate with WHMO. EXCEPTION: Space Available passengers are allowed on positioning and depositioning legs. Air Force Advance Agents can assist with manifesting passengers and equipment if necessary.

2.8.4. C-5 Courier Compartment Access. PHOENIX BANNER, SILVER, and COPPER user agencies must use discretion when requesting access to the courier compartment and should not normally request it if troop compartment seating is available. When use of the compartment is necessary, and time permits, WHMO will coordinate through HQ AMC TACC/XOOO and the requirements will be published in the MOD. Aircrews should anticipate the use of the courier compartment on all PHOENIX BANNER or PHOENIX SILVER missions. The following restrictions apply:

2.8.5. Seating is limited to six courier compartment seats. One of the six seats will be reserved for the HMX-1 Security Guard who will accompany all USAF crew members who require access to the cargo area when HMX-1 helicopters are carried.

2.8.6. Normal access to areas other than courier compartment and lavatory requires approval of aircraft commander.

2.8.6.1. HMX-1 Passengers in the Cargo Area. Normal access to the C-5 cargo area during flight will not be granted to passengers or Additional Crew Members. However, should a problem with HMX-1 helicopters or cargo arise in flight, HMX-1 maintenance and security personnel shall be allowed access to the cargo area, accompanied by a crew member, to assist in correcting the problem. HMX-1 security and maintenance personnel will be briefed by crewmembers on the use of emergency equipment prior to accompanying crewmembers during in-flight checks in the C-5 cargo compartment.

2.8.6.2. During HMX-1 assets' movement, personnel (including aircrew) gaining access to the cargo compartment must be accompanied by HMX-1 security or HMX-1 maintenance personnel. EXCEPTION: During emergencies, crewmembers will be allowed access to the C-5 cargo compartment without escort.

2.8.6.3. When military working dogs are carried, dog handlers require frequent access to their canine(s) to monitor the health and welfare of their animals. If the canine is in a non-passenger area, an aircrew member will escort the dog handler.

2.9. Waivers. The following standing waivers are applicable to PHOENIX BANNER, SILVER, and COPPER missions only.

2.9.1. USSS agents will retain their weapons and ammunition. They may be placed in vehicles on board the aircraft. HMX-1 and SENEX security will retain their weapons and ammunition when escorting their equipment on PHOENIX BANNER and SILVER missions.

2.9.2. Vehicles and support equipment under direct control and escort of USSS, WHCA, and other federal agencies, (e.g. SENEX), may be transported without hazardous materials shipper certification. However, all vehicles and support equipment will be prepared for air shipment according to AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*. Aircrew will inspect the vehicles and support equipment to verify proper preparation for air shipment. The aircraft commander will ensure deficiencies identified during inspection are corrected before accepting vehicles for loading and transport. EXCEPTION: This waiver does not apply to personnel and equipment (e.g. Tanker Airlift Control Element, Mission Support Team, Maintenance Recovery Team) deploying to support PHOENIX BANNER, SILVER and COPPER missions.

2.9.3. Helicopter and support equipment from HMX-1 may be transported without hazardous materials shipper certification. However, all helicopter and support equipment will be prepared for air shipment according to AFJMAN 24-204. The aircraft commander will ensure that deficiencies are corrected before accepting the helicopters for loading and transport.

2.9.4. Escorts will brief the aircraft commander or designated representative on all hazardous material being transported. The aircraft commander will ensure escorts or their designee has received the necessary briefing before departure.

Chapter 3

AREA STANDBY FORCE AND BACKUP AIRCRAFT POLICIES

3.1. Area Standby Force.

3.1.1. General:

3.1.1.1. To support short-notice PHOENIX BANNER and PHOENIX SILVER missions, AMC maintains aircraft and augmented aircrews on standby at various locations. Specific missions may require standby C-5, C-17, C-141, or C-130 aircraft. Crew requirements are a basic aircrew on C-141, C-5, C-130, and C-17 aircraft.

3.1.1.1.1. AMC maintains two aircraft and crews on area standby, one on BRAVO alert and one on CHARLIE alert. Changes to this posture will be coordinated among WHMO, HQ AMC TACC/XOOO, and HQ AMC TACC/XOB.

3.1.1.1.2. HQ AMC TACC/XOB, or the theater AMOCC, as appropriate, will task any specific area standby requirements. Authority to release the area standby is HQ AMC TACC/XOB and HQ AMC TACC/XOZ, or the theater AMOCC, as appropriate.

3.1.1.2. To ensure responsiveness to temporary changes in PHOENIX BANNER or SILVER requirements, WHMO will ensure standby requirements are published and current. Any changes that affect requirements will immediately be identified to WHMO. WHMO requirements, including area standby force, are in addition to other AMC requirements. Non-AMC controlled standby aircraft will be tasked by the appropriate AMOCC (USAFE/PACAF).

3.1.2. Aircraft configuration:

3.1.2.1. Standby C-141 aircraft are configured C-2 or C-3 according to AMCR 55-4 (will be replaced by AFI 11-2C-141, Volume 3, Addenda A) with the following modifications, unless otherwise modified by WHMO through HQ AMC TACC/XOOO.

3.1.2.1.1. Stow restraint rails and roller conveyors (Flight Station 967-1543).

3.1.2.1.2. Provide additional straps, CGU-1/B and rings for WHCA missions as directed by WHMO.

3.1.2.1.3. Operational winch is required.

3.1.2.2. Standby C-130 aircraft are configured CP-1 according to AFI 11-2C-130, Volume 3, Addenda A) with the following modifications, unless otherwise modified by WHMO through HQ AMC TACC/XOOO.

3.1.2.2.1. Stow sidewall seats 12 through 18, left and right.

3.1.2.2.2. Stow roller conveyors.

3.1.2.2.3. Chocks and ground wires are required.

3.1.2.2.4. Milk stool and operational winch are required.

3.1.2.3. Standby C-5 aircraft are configured CP-2 according to AFI 11-2C-5, Volume 3, Addenda A), unless otherwise modified by WHMO through HQ AMC TACC/XOOO.

3.1.2.4. Standby C-17 aircraft are configured C-2 according to AFI 11-2C-17, Volume 3, Addenda A), unless otherwise modified by WHMO through HQ AMC TACC/XOOO.

3.1.3. Status. Area standby force is usually in BRAVO or CHARLIE status. This may be upgraded to ALFA status by HQ AMC TACC on a case-by-case basis, after consultation with WHMO. Area standby aircraft in BRAVO or CHARLIE status may be used for local training sorties. If a maintenance discrepancy is discovered that would prevent the aircraft from being launched on a mission, terminate the local sortie and have the necessary maintenance performed before continuing.

3.1.4. Validation. If a WHMO SAAM is validated and received within 27 hours of aircraft home station departure, the standby force aircraft may be used with approval from WHMO Airlift Operations. However, remaining or reconstituted standby BRAVO or CHARLIE aircraft and aircrew will provide area backup.

3.1.5. Reconstitution. Reconstituting the area standby force begins when notification is received that area standby force is to be launched. Reconstitution for the replacement aircraft and aircrew must be in position no later than 13 hours from time of notification. When reconstitution is complete, WHMO will be notified through normal channels. If WHMO temporarily adjusts their standby requirements for AMC, the BRAVO standby may be used on a short-notice mission upon approval by HQ AMC/DO. However, that BRAVO aircraft and crew will remain in standby status until alerted for the short-notice mission.

3.1.6. Standby Force. HQ AMC TACC or the theater AMOCC (if tasked) will establish standby aircraft and aircrew of the same type and configuration as the primary standby force at an alternate base when the weather at a standby base is forecast to be below takeoff minimums, continuously or intermittently, for 24 or more hours. When satisfactory weather conditions exist and forecast to remain above takeoff minimums for at least 24 hours at the primary bases, standby responsibility will revert to those bases.

3.2. Backup Aircraft Policies.

3.2.1. Backup Aircraft. A PHOENIX BANNER mission operated with C-141 will be backed up with C-141 or C-17. C-130 will be backed up with C-130, C-141, or C-17. When the cargo load requires a C-5 (HMX-1 helicopters), a C-5 will be used to back up the mission. If the cargo can be moved on a C-141, C-17, or a combination of aircraft, the backup can be accommodated with one or more unlike aircraft. Coordinate issues with WHMO for ability to support all aircraft types. Backup aircraft or substitute will be configured to accommodate the load requirements.

3.2.2. Home Station Departures. There is no AMC-directed requirement for a dedicated spare aircraft for PHOENIX BANNER, SILVER, or COPPER missions departing home station. BRAVO, CHARLIE, or in-system select aircraft may fill backup aircraft requirements. Unit commanders may dedicate a mission spare at their discretion.

3.2.3. PHOENIX BANNER Backup. HQ AMC TACC will establish at least one aircraft and aircrew on BRAVO status when a PHOENIX BANNER mission is departing an onload or en route station. This may be upgraded to ALFA status by HQ AMC TACC on a case-by-case basis, after consultation with WHMO. The BRAVO aircraft and aircrew will be legal for alert no later than one hour prior to the scheduled departure. HQ AMC TACC/XOB will coordinate with HQ AMC TACC/XOOO, WHMO, HQ USAFE AMOCC, HQ PACAF AMOCC, AETC/DOO, ANG/XOO, or AFRC/DOO as applicable, to determine which airlift wing will provide backup and when that responsibility begins

and ends. The AMOCC will establish at least one aircraft and aircrew on BRAVO status when a theater-tasked PHOENIX BANNER mission is departing an onload or en route station.

3.2.4. PHOENIX SILVER Backup. Continental United States (CONUS) PHOENIX SILVER missions do not normally require a backup aircraft. PHOENIX SILVER missions tasked to overseas locations which require special consideration (e.g., diplomatic clearances, visas, etc.) may require backup. Airlift Operations and HQ AMC TACC (or the AMOCC, if tasked) will coordinate the backup as required.

3.2.5. PHOENIX COPPER Backup. PHOENIX COPPER missions do not require a backup aircraft, unless specifically tasked by HQ AMC TACC (or AMOCC, as appropriate).

3.3. En route “In-System Select” Aircrew and Aircraft Requirements.

3.3.1. For an aircrew to be considered to fly a PHOENIX BANNER, SILVER, or COPPER mission, only the aircraft commander and one of the loadmasters must meet the selection and certification requirements in paragraph 2.1.1. and 2.1.2. of this regulation. In-system select aircraft may be Partially Mission Capable (PMC) as long as the selected aircraft can meet the requirements of the mission being flown.

Chapter 4

SECURITY, AND COMMAND AND CONTROL (C2)

4.1. Aircraft Security. Security procedures prescribed in appropriate MAJCOM security regulations apply to PHOENIX BANNER, SILVER, and COPPER missions.

4.1.1. Any time a PHOENIX BANNER, SILVER, or COPPER mission operates into non-US military airfields, HQ AMC Threat Working Group (TWG) will assess the current threat to include host nation security capability. If security threat exists and host nation support is inadequate or unavailable, the TWG will coordinate with HQ AMC/SFGC to assign available PHOENIX RAVEN personnel to the mission and advise WHMO of the requirement. The aircraft commander will ensure all security force personnel tasked to support a PHOENIX BANNER, SILVER, or COPPER mission receives applicable briefings.

4.1.2. During extended ground times, the USSS may request additional security protection if classified cargo is to remain aboard the aircraft. WHMO will relay this request to HQ USAF/CVAM so that host base or host nation security can be obtained. If host base or host nation security is inadequate or unavailable, then WHMO will relay their request to HQ AMC TACC/XOOO to coordinate security forces support.

4.2. Command and Control.

4.2.1. PHOENIX BANNER, SILVER, and COPPER missions are of high level interest and must get special attention in accordance with established CLOSE WATCH procedures. Any problems that affect the mission will be immediately brought to the attention of HQ AMC TACC for AMC controlled assets or theater AMOCC for theater controlled assets. The senior controller/director will take the necessary action to ensure the mission operates on schedule.

4.2.2. Command:

4.2.2.1. AMC tasked missions: The Commander, AMC, retains operational control of PHOENIX BANNER, SILVER, and COPPER aircraft and aircrews. Control is exercised through HQ AMC TACC and the en route Air Mobility Control Centers (AMCC), if available. For AMOCC tasked missions, the theater MAJCOM commander retains operational control, which is exercised through the AMOCC. HQ AMC TACC or the AMOCC will update all applicable MAJCOMs on the status, changes, or requirements. For missions when cargo transitions from HQ AMC TACC to AMOCC controlled assets, HQ AMC TACC will fully coordinate all mission details with the appropriate AMOCC to ensure precise details are passed, agreed upon, and coordinated. For missions when cargo transitions from AMOCC to HQ AMC TACC, AMOCC will initiate the communication for the above compliance.

4.2.2.2. AMC tasked crews will use the HQ AMC TACC C2 system to the maximum extent possible. Theater tasked crews will use the AMOCC C2 system to the maximum extent possible. Aircrews will forward mission problems to HQ AMC TACC or AMOCC, as appropriate.

4.2.2.3. When AMC bases are transited, normal C2 reporting procedures apply. At non-AMC stations, aircraft commanders will report all arrivals and departures to C2 by any means necessary, including high frequency radio, High Frequency-Automatic Link Establishment, L-Band Satellite

Communication, commercial telephone or through Flight Service Stations. Non-AMC controlled units should ensure their report is received by their theater AMOCC.

4.2.2.4. When an aircraft departs during non-duty hours, the C2 agency updates the GDSS database and notifies all concerned stations.

4.2.2.5. The appropriate C2 agency (HQ AMC TACC, AMOCC) must relay to WHMO Airlift Operations any mission delays and problems that will affect any active legs. Aircrews should not normally contact WHMO directly.

4.2.2.6. WHMO Airlift Operations is the sole validation authority for changes to PHOENIX BANNER, SILVER, or COPPER missions. Air Force Advance Agents and the user (USSS, WHCA, and HMX-1) do not have the authority to alter scheduled missions. If the aircraft commander is approached with a proposed change, he/she will refer the requesting party to their operations section or to WHMO Airlift Operations.

4.2.3. Communications:

4.2.3.1. Along with normal airborne reporting, remarks should include any special requirements, such as fuel, transportation, parking, security and in-flight meals.

4.2.3.2. Aircrews have limited access to WHCA facilities and will use existing commercial, Defense Switching Network (DSN) and radio equipment for routine communications. As a last alternative, an aircrew requiring WHCA assistance should contact the WHCA Trip Officer or Air Force Advance Agent.

4.2.3.3. For C-130 support to HMX-1 on CONUS cross-country helicopter ferry missions, contact the HMX-1 Operations Duty Officer for a briefing upon arrival at Marine Corps Base Quantico. These call signs and frequencies are necessary for in-flight communication with the ferrying helicopter. HMX-1 Operations phone number is DSN 278-2760/2209 or Commercial (703) 784-2760/2209.

Chapter 5

LOGISTICS PROCEDURES

5.1. General. This chapter provides guidelines for aircraft selection and preparation for PHOENIX BANNER, SILVER, and COPPER missions. It applies to all maintenance personnel who support or conduct these support airlift missions. The most highly qualified technicians available should do all inspections, repairs, and verifications.

5.2. Aircraft Selection and Preparation. Aircraft are selected like all high priority SAAM missions to meet the highest standards of reliability and must not have an uncorrected history of repeat or recurring malfunctions. PMC aircraft may be used as long as the selected aircraft can meet the requirements of the mission being flown.

5.3. Flying Crew Chiefs. Units with Flying Crew Chiefs (FCC) will assign them to PHOENIX BANNER, SILVER, and COPPER missions. The FCC will be responsible for all aircraft inspections, maintenance and servicing after home station departure. At en route locations, FCC will normally coordinate, direct, and participate in all maintenance support activities due to mission security requirements. The FCC will be responsible to report all grounding conditions to the aircraft commander and HQ AMC TACC, or the theater AMOCC, as appropriate. PHOENIX BANNER, SILVER, and COPPER aircraft logistics recovery will be accomplished as prescribed in MAJCOM directives.

Chapter 6

AIRCRAFT LOADING

6.1. Vehicle Loading. Secure vehicles and helicopters using 1C-XXX-9 restraint criteria and this paragraph.

6.1.1. Users will ensure that loadmasters are aware of all additional unplanned cargo placed in vehicles or helicopters. This will ensure the loadmaster can calculate the proper weight and balance.

6.1.2. Limousines will be driven on the C-17, C-130, and C-141 facing forward, rather than being backed on. Limousines will be driven on the C-5 through the forward doors in the drive-in mode. 89 APS maintains vehicle-loading ramps for the C-17, C-130, and C-141. Ramps will remain with vehicles for use on the return trip. For C-141 and C-130 aircraft, after 89 APS vehicle loading ramps are properly positioned for loading or off loading, secure them to aircraft auxiliary loading ramps with two 5,000-pound cargo straps. Attach the ratchet end of the strap to tie-down rings on the sides of vehicle loading ramps and the hook end to a cross member of the aircraft auxiliary ramp. 89 APS will retrieve ramps on termination of the mission. As a minimum, use four tie-down chains on each end of the vehicle (total of eight). When possible for forward restraint, use at least two, 25,000-pound tie-down chains as part of the total tie-down requirement.

RONALD E. KEYS, Lt General, USAF
DCS/Air & Space Operations

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

AFI 10-301, *Responsibilities of Air Reserve Component (ARC) Forces*
AFI 10-1101, *Operations Security*
AFI 11-215, *Flight Manual Programs*
AFI 33-360, Volume 1, *Publications Management Program*
AFMAN 34-240, *Food Service Program Management*
AFMAN 37-139, *Records Disposition Schedule*
AFJMAN 24-204, *Preparing Hazardous Materials for Military Air Shipments*
AFPD 11-2, *Aircraft Rules and Procedures*
AFI 11-2C-141V5, *C-141B Operations Procedures*
AFI 11-2C-5V5, *C-5 Operations Procedures*
AFI 11-2C-130V5, *C-130 Operations Procedures*
AFI 11-2C-17V5, *C-17 Operations Procedures*

Abbreviations and Acronyms

AETC—Air Education and Training Command
AFI—Air Force Instruction
AFORMS—Air Force Operations Resource Management
AFPD—Air Force Policy Directive
AFRC—Air Force Reserve Command
AMC—Air Mobility Command
AMCC—Air Mobility Control Center (AMC)
AMOCC—Air Mobility Operations Control Center (PACAF or USAFE)
ANG—Air National Guard
APS—Aerial Port Squadron
ARC—Air Reserve Component
C2—Command and Control
CDT—Crew Duty Time
CONUS—Continental United States
DSN—Defense Switching Network

DTMPS—DoD Transportation Movement Priority System
DV—Distinguished Visitor
EUCOM—European Command
FCC—Flying Crew Chief
FCG—Foreign Clearance Guide
FDP—Flight Duty Period
FOUO—For Official Use Only
GDSS—Global Decision Support System
HMX-1—Marine Presidential Helicopter Squadron
IAW—In Accordance With
JMC—Joint Movement Center
JMCG—Joint Mobility Control Group
MAJCOM—Major Command
MDS—Mission Design Series
MOD—Mission Operating Directive
OPR—Office of Primary Responsibility
PACAF—Pacific Air Forces
PACOM—Pacific Command
PMC—Partially Mission Capable
POC—Point of Contact
RON—Remain Overnight
SAAM—Special Assignment Airlift Mission
SENEX—Senior Executive Service
TWG—Threat Working Group
USAFE—United States Air Forces In Europe
USSS—United States Secret Service
USTRANSCOM—United States Transportation Command
WHCA—White House Communication Agency
WHMO—White House Military Office

Attachment 2**IC 2004-1 TO AFI 11-289, PHOENIX BANNER, SILVER, AND COPPER OPERATIONS****22 SEPTEMBER 2004*****SUMMARY OF REVISIONS***

IC 2004-1 changes the requirements that an aircraft commander must meet in order to command the Phoenix mission-series—the 200 flying hour requirement as an aircraft commander is deleted and selection of aircraft commanders to command the Phoenix mission-series is at the discretion of the Squadron Commander. IC 2004-1 also defines “Banner Express.” NOTE: A vertical bar in the left margin of AFI 11-289 identifies text changed by IC 2004-1.

1.7.8. Banner Express. The deployment of aircraft, aircrews, maintenance personnel, support equipment, and a command element to Andrews AFB and Warfield ANGB to sustain the anticipated high ops tempo of CONUS Phoenix Banner/Silver operations during an election season.

2.1.1.1. Aircraft Commanders. Squadron Commanders will select the aircraft commanders to command PHOENIX BANNER, SILVER, or COPPER missions from among their most qualified aircraft commanders. Selection is a judgment-call, based on the overall performance of candidate A/Cs and on their experience level since upgrade to A/C.

2.1.2.3. A memorandum of certification signed by the squadron commander or operations officer. For AMC, annotate certification on AF Form 1381, **Certification of Aircrew Training**, and file under Tab 1, Section 1, of the individual’s Flight Evaluation Folder. The OG/CC must review the Phoenix mission-series certifications at the Stan/Eval Board. For other MAJCOMs, annotate on training letter of transmittal, ARMS, or AF Form 1381 and file IAW MAJCOM directives.