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**PREFLIGHT GUIDE**

*May be used to ensure preflight requirements are accomplished.*

1. FCIF/FCB
2. Orders (Flight/TDY/NATO)
3. Mission Kit
4. Navigation Kit(s)
5. Aircrew Equipment
  - A. Uniforms
  - B. ID Tags
  - C. Helmet/Mask
  - D. Survival Vest/Flak Vest
  - E. Required Publications
  - F. Tool Kits/Airdrop Kits
  - G. Field, Arctic, or Desert Equipment and Rations
  - H. Weapons
  - I. Passports/Visas
  - J. Shot Records
6. NOTAMS <http://www.notams.jcs.mil/>
7. Weather/Moon Illumination
8. Foreign Clearance Guide
9. Diplomatic Clearance
10. Customs/Agriculture/Immigration Requirements
11. Fuel Requirements/MX Status
12. Flight Plan/Route & Altitude Requirements
13. Authenticators/IFF/Mode IV/Have Quick
14. Secure Radios (KY58/KY75)

15. Airfield Suitability and Restriction Report (ASRR)  
<http://amc.scott.af.mil/do/doa/doas.htm>
16. Passenger and Cargo Data
17. Hazardous Cargo Briefing (AFJMAN 24-204)
18. Buffer Zone/Safe Passage Briefing
19. Intelligence/Threat/EW/EPA Briefing
20. DD Form 365-4 (Form F)/Manifest
21. Emergency/Survival Equipment:
  - A. LPU's
  - B. Life rafts
  - C. Survival Equipment
22. Fleet Service/Lunches
23. Aircraft Defensive System
24. Notes/Unit Requirements/Special Interest Items

**AIRCRAFT COMMANDER'S BRIEFING GUIDE**

*Brief applicable items only. Use standard flight manual and AFI 11-2HC-130V3 procedures.*

1. Mission Purpose/Training Objectives
2. Itinerary
3. Sequence of Events/Type Drops
4. Weather
5. Intelligence/Threat Update
6. Aircraft Configuration/Emergency Equipment
7. Passenger/Cargo Load
8. Fuel Requirements/Fuel Loads
9. Maintenance Status
10. Call Sign and Aircraft Location
11. Times:
  - A. Show Time at Aircraft
  - B. Stations
  - C. Takeoff
  - D. En Route
  - E. TOT/ARCT
  - F. Recovery
12. Rings/Scarves/Dogtags/Line Badges
13. Right Seat Landings (normal and emergency actions)
14. Stop and Go/Touch and Go Landings
15. Simulated Emergencies

16. Emergency Procedures
  - A. Egress
  - B. In-flight
  - C. Ditching/Bailout
17. ACM Responsibility
18. Interphone and Radio Discipline
19. Crew Coordination
20. Personal Equipment/Protective Gear/Sanitize
21. EPA
22. Ingress/Egress
23. Patient Requirement
24. Transload Location
25. Notes/Unit Requirements

**NAVIGATOR'S BRIEFING GUIDE**

*Brief applicable items only. Use standard flight manual and AFI 11-2HC-130V3 procedures.*

1. Sun/Moon Data
2. Route/Flying Time
3. ESA/Location
4. Takeoff/Entry/No Later Than Times
5. Departure Procedures
6. Enroute
  - A. Altitudes/Airspeeds
  - B. Preflight Winds
  - C. Mag Course/MSA
  - D. Leg Distance/Recommended Altitudes
  - E. Checkpoints/Turnpoint Description
  - F. Restricted Airspace/MOAs /No Fly Areas
  - G. Warning Locations (20/10/1 Min)
  - H. Threats/Locations/Counter Tactics
  - I. FENCE/FLOT
  - J. Time Control
  - K. Crew Coordination Items
  - L. Emergency Procedures
  - M. Emergency Airfields
7. Helicopter Air Refueling (HAR)
  - A. HAR Track
  - B. Altitude/Airspeed
  - C. Type Formation
  - D. Type Rendezvous

- E. Communications Plan
  - F. Receivers Approach/Track Heading
  - G. ARIP
  - H. ARCP/ARCT
  - I. AREP/Abort Point/Abort Bases
  - J. Emergency Airfields
8. Drop Zones
- A. Run-in Updates
  - B. Recognition/Markings
  - C. Load Type
  - D. Drop Altitude/Airspeed/TOT/IP Location
  - E. Slowdown Point/Procedures/Mag Course
  - F. Preflight Winds/Run-in Heading/PI Location
  - G. Five Seconds Location
  - H. Green light Time
  - I. Red Light Location
  - J. Release Point
  - K. No Drop Box
  - L. Escape Heading/Altitude/Airspeed
  - M. Terrain/Obstacles
  - N. Emergency Procedures
9. Landing Zones
- A. Landing Zone Location
  - B. Run-in Updates
  - C. TOT
  - D. Slowdown Point/Procedures
  - E. Glideslope
  - F. Descent Procedures

- G. Go around Procedures
- H. Terrain/Obstacles
- 10. Air Refueling (if applicable)
  - A. Type Rendezvous/Procedures
  - B. Tanker/Receiver Altitudes
  - C. Communications Plan
  - D. Air to Air TACAN/Beacon
  - E. Entry Point/ARIP/RZIP/RZCT
  - F. ARCP/ARCT
  - G. AREP/Abort Point/Abort Bases
  - H. Emergency Procedures/Breakaways/Line Rupture
  - I. Emergency Airfields

**PILOT-JUMPMaster/LOADMASTER BRIEFINGS**

*The pilot prior to missions requiring a jumpmaster/loadmaster will cover the following.*

1. Manifest/Weight and Balance
2. Loadmaster's Checklist for Airdrops
3. Visual and Verbal Signals
4. Cabin Lighting
5. Movement in the Aircraft
6. Opening of Doors or Ramp and Door
7. Dangerous/Nonstandard Loads
8. Emergency Procedures
  - A. Malfunctions
  - B. Jettison Procedures
  - C. Aircraft Emergencies/Jumper Procedures
9. For HALO, cover the following
  - A. Weather
  - B. Emergency Descent/Time to 10,000 feet
  - C. Safing of Auto Actuation Mechanisms
  - D. Pressurization Schedule
  - E. Harp/Prominent Features
  - F. DZ Marking
  - G. Prebreathing
10. Rapid Offload procedures
  - A. Type of Offload Procedures
  - B. Signals to be Used
  - C. Taxi Plan/Offload Location
  - D. Parking Location
  - E. Onload Method/Pickup Location

**NAVIGATOR-JUMPMASER BRIEFINGS**

*The navigator prior to missions requiring a jumpmaster will cover the following.*

1. Type Drop
  - A. Static Line/Free Fall
  - B. Number of Jumpers/Bundles
  - C. Ramp and Door or Paratroop Door Exit
2. Chute Type/Wind Limits
3. TOT
4. Drop Zone
  - A. PI/DZ Elevation
  - B. Terrain Features
  - C. Hazards
5. Drop Altitudes (AGL/MSL)
  - A. Activation Altitude
  - B. Minimum Drop Altitude
6. Drop Airspeed/Groundspeed
7. Run-in Course
8. Slowdown Point/Features
9. CARP/HARP Location
10. Usable DZ
  - A. Length
  - B. Green Light Time
  - C. Location of Red Light
11. No Drop Conditions
12. Racetrack Procedures
13. Authentication/DZ Markings
14. Drop Clearance (if required)

**ACM BRIEFING GUIDE**

*The aircraft commander will insure that all ACMs are briefed. The following items should be briefed commensurate with the qualification of the ACM in the aircraft.*

1. Flight Time
2. Seat Assignment, Use of Seatbelts, and Oxygen Bottles (If applicable)
3. Smoking/Hazardous Cargo Restrictions
4. Disposable Ear Plugs – Distributed
5. Flying with Head Cold/Cabin Pressurization
6. Use/Location of Toilet Facilities
7. Identification of Armed Crew Members
8. Emergency Equipment and Procedures
  - A. Signals (Ground/In-flight)
  - B. Exits (Ground/In-flight/Ditching)
  - C. Equipment (Life Rafts, LPUs, etc.)
  - D. Removal of Rings, Scarves, and Sharp Objects

**INSTRUMENT COCKPIT CHECK**

1. Altimeter Check (+/- 75 feet at known location)
2. ADI:
  - A. Flag Out of View
  - B. Check Movement in VG and INS
  - C. Align Horizon
3. Bank Steering Bar:
  - A. Mode Switch TAC or VOR
  - B. Flight Director Switch – Manual
  - C. Check Heading Set Marker/Bank Steering Bar
  - D. Flight Director Switch – Normal
  - E. Mode Switch – Heading
  - F. Check Bank Steering Bar Out of View/Course Matches Aircraft Heading
4. TACAN/VOR Check at Ground Check Point
  - A. TIM
  - B. Mode Selector switch TAC or VOR
  - C. Bearing Pointer – Points to Station +/- 4 Degrees
  - D. DME within ½ NM or 3% of Distance, whichever is greater
  - E. CDI Centered +/- 4 Degrees
5. NAVAIDS – Set Up for Departure

**LIGHT MASKING CHECKLIST**

*For NVG operations with Non-NVG compatible lighting.*

**NOTE:** *Lights marked by an asterisk (\*) will be masked with olive drab tape. Always remove tape after landing.*

**EXCEPTION:** *Fire Handles during combat.*

1. Overhead Control Panel:
  - A. Refueling Panel
  - B. Bleed Air System/Anti-Ice Warning Panel
  - C. Engine and ATM Gen Out/Gen Disc Fired
  - D. Selected Power Out Light/Bus Off Lights
  - \* E. Aux/Ext Fuel Tank Empty
  - F. Main Fuel Tank Low Pressure
  - \* G. Secondary Fuel Pump Pressure
  - H. Fire Emergency Control Handles
  - \* I. Anti Ice On and No Ice
2. Hydraulic Boost Shut-off
3. Pilots Instrument Panel:
  - \* A. Master Door Warning (Double Tape)
  - \* B. Low Altitude Warning/CARA Red Light
  - \* C. Master Fire Warning
  - \* D. Electronic Fuel Correction
  - E. Engine Low Oil Warning
4. Copilots Instrument Panel:
  - \* A. Nacelle Overheat Warning
  - \* B. Low Altitude Warning
  - \* C. Engine Hydraulic Pump Warning
  - \* D. Suction Boost Pump Warning

- \* E. Landing Gear Handle
- F. Selected Nav System Off
- G. LOX Quantity
- H. Prop Low Oil
- 5. Pilots Side Shelf
  - \* A. Air Deflector Door Open (Double Tape)
  - \* B. Jump Lights (Double Tape)
- 6. Copilots Side Shelf
  - A. Air Deflector Door Open (Double Tape)
  - B. Jump Lights (Double Tape)/Prop Low Oil
- 7. Flight Control Pedestal
  - A. ADS Door Open Light
  - B. IFF Caution Light)

**NOTE:**

Engineer should ensure that the nose wheel well light is off prior to any NVG operations.

**LOW LEVEL BRIEFING GUIDE**

*The aircraft commander will brief the following items unless previously briefed.*

1. Profile/Events/Control Times
2. Route/Radar Altimeter Setting(s)
3. Lookouts/Scanners Positioned/Briefed
4. Emergency Procedures
  - A. Aircraft (Transfer of Control)
  - B. NVGs
  - C. Lights
5. Inadvertent Weather
6. Turns/Climbs/Descent/Use of Autopilot
7. Crew Coordination
8. Emitters/IFF Settings
9. FENCE/FLOT/Threat Locations
10. Defensive System/Threat Reactions

**LOW LEVEL CHECKLIST**

*The aircraft commander will brief applicable items unless previously briefed.*

1. Briefing – **“COMPLETE”** (P)
2. Radar Altimeter – **“SET, STATE SETTING”** (P/CP)(N)
3. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
4. GCAS (some airplanes) – **“SET”** (P/CP)
5. Combat Configuration – **“SET”** (E)
6. Defensive Systems – **“SET, STATE SETTINGS”** (N)
  - A. AN/ALR-69 – ON
  - B. AN/AAR-47 (some airplanes) – ON
  - C. AN/ALE-47 (some airplanes) – AUTO/MAN
  - D. AN/AAR-44 (some airplanes) – OPER/STBY
  - E. AN/ALE-40 (some airplanes) – ARMED/SAFE
  - F. AN/ALQ-122 (some airplanes) – ON
7. Defensive System Safety Pins – **“REMOVED/INSTALLED”** (LM)
8. Emitters – **“ON/OFF”** (as required) (P/CP)(N)(RO)
9. Lights – **“SET”** (P)(CP)(E)(N)(RO)(LM)
10. NVGs – **“ON/READY”** (P)(CP)(E)(N)(RO)(LM)
11. Protective Equipment – **“ON”** (P)(CP)(E)(N)(RO)(LM)
12. Low Level Checks – **“COMPLETE”** (LM)(E)

**POST LOW LEVEL CHECKLIST**

1. NVGs – **“OFF/SECURE/ON”** (P)(CP)(E)(N)(RO)(LM)
2. Lights – **“SET”** (P)(CP)(E)(N)(RO)(LM)
3. Enroute Configuration – **“SET”** (as required) (LM/E)
4. Radar Altimeter – **“SET, STATE SETTING”** (P/CP)(N)
5. GCAS (some airplanes) – **“SET”** (P/CP)
6. Defensive Systems – **“SET, STATE SETTING”** (N)
  - A. AN/ALR-69 – OFF/ON
  - B. AN/AAR-47 (some airplanes) – OFF/ON
  - C. AN/ALE-47 (some airplanes) – OFF/STBY/MAN/AUTO
  - D. AN/AAR-44 (some airplanes) – STBY/OPER
  - E. AN/ALE-40 (some airplanes) – SAFE/ARMED
  - F. AN/ALQ-122 (some airplanes) – OFF/ON
7. Defensive Systems Safety Pins –  
**“INSTALLED/REMOVED”** (LM)
8. Emitters – **“ON/OFF”** (as required) (P)(CP)(N)(RO)
9. Post Low Level Checks – **“COMPLETE”** (LM)(E)

**HELICOPTER AIR REFUELING (HAR) BRIEFING**

1. Preflight Briefing
  - A. ARIP/ARCP/ARCT/AREP
  - B. HAR Altitudes/Airspeeds
  - C. Abort point
  - D. Emergency bases
  - E. Fuel Transfer
  - F. VFR/IFR, Clearance limits
  - G. Number of Receivers/Call Sign/Tail Numbers
  - H. Weather
  - I. Spare Tanker
  - J. Radio setup
  - K. Altimeter
2. Precontact Briefing
  - A. Type of Rendezvous
  - B. Type/Number of Receivers
  - C. Altitude/Airspeed
  - D. MOS/Torque Settings/Stall Speed
  - E. Radio Setup
  - F. Paratroop Door Use
  - G. Breakaway Procedures
  - H. Spare Tanker Procedures
3. Emergencies
  - A. MA-1 Kit/Flares/LPU's
  - B. Chopped Hose
  - C. Engine Failure
  - D. Defensive Systems

**HELICOPTER AIR REFUELING LIGHT SIGNALS****Signals from Receiver to Tanker**

1. One Flash – “Reset Reel Response”
2. Multiple Flashes While on/off Hose – “Require More Fuel Than Planned”
3. Probe Extended with Search light On – “Emergency Fuel”

**Signals from Tanker to Receiver**

1. One Green – “Clear to Contact/Cross Over”
2. One White – “Go to Observation Position
3. Two White – “Crossover to Other Hose”
4. One Amber – “Prepare for Turn”
5. Two Amber – “Unable to Refuel, Proceed To/Wait for Spare Tanker
6. Flashing Red – “Breakaway”

**EXTERIOR LIGHTING FOR HAR**

1. Single Ship
  - A. Day or Night Unaided – IAW T.O. 1-1C-1-20
  - B. Night Aided – Single Ship Lighting Until ½ NM
    - At ½ NM: Top Anti Collision/Strobe – ON  
Wingtip Lights – STEADY/DIM  
Strobe Inhibit – OFF  
All Others – OFF
    - Abeam: Top Anti Collision/Strobe – OFF  
Formation Lights – BOTH/OFF  
Wingtip Lights – OFF
2. Formation
  - A. Day or Night Unaided – IAW T.O. 1-1C-1-20
  - B. Night Aided – IAW T.O. 1-1C-1-20

### **NO VISUAL CONTACT PROCEDURES**

No Visual Contact by 1 NM, but Electronic Contact is Maintained:

1. Turn Right 45 Degrees of Track Heading
2. Lower Flaps to 70 Percent While Slowing to AR Speed
3. Call "No Visual Contact"
4. After 30 seconds, Turn Left to Resume Track Heading and maintain electronic contact and a position 1 to 2 NM behind Receiver(s)

### **CONTACT LOST PROCEDURES**

Visual and Electronic Contact Lost within 3 NM of Receivers:

1. Turn Right 45 Degrees of Track Heading
2. Maintain Refueling Altitude
3. Call "Contact Lost"
4. After 30 seconds, accomplish the Post Air Refueling Checklist. Maneuver for another RZ or proceed as Briefed.

### **LOST VISUAL CONTACT PROCEDURES**

After Tanker Assumes Lead and the Receivers Call "Lost Visual Contact":

1. Tanker Calls "Execute" followed by Base heading and MSA
2. Clean up/Accelerate to Cruise Airspeed while Climbing to MSA

### **SPARE TANKER PROCEDURES**

1. No Visual Contact – Stay With Lead if Possible  
If Lost Sight of Lead – Turn 10 Degrees or More From Lead
2. Contact Lost – Stay With Lead if Possible  
If Lost Sight of Lead – Turn 10 Degrees or More From Lead
3. Lost visual Contact – Turn 10 degrees From Lead. Clean up/Accelerate to cruise airspeed and climb to MSA+500

**PILOTS AIR REFUELING BRIEFING GUIDE***(For UARSSI Equipped Aircraft)*

1. Tanker Type/Call Sign
2. Rendezvous/Refuel Altitude
3. Altimeter
4. A/A TACAN (15 prior)
5. Radio Setup
  - A. EMCON
  - B. IFR Frequencies (secure/plain)
  - C. Pilot Radio Settings (guard off)
  - D. No HF Transmissions
  - E. Through the Boom Comm
6. Defensive Systems – SET
7. Onload/Required fuel/Time to Onload
8. Formation Procedures
  - A. Loose Visual/IFR Echelon
  - B. Weather on Track
  - C. Goggle use
  - D. Tanker Lighting (Nacelle Lights Off on Tanker)
  - E. Direction of Turns
9. Crew Duties
  - A. Engineer - Monitor torque/TIT, Bleeds Air Valves
  - B. Copilot - Clear the Boom, Monitor Closure
  - C. ALL - Leak Checks
10. Emergency Procedures
  - A. Breakaway – Tanker Call Sign X 3
  - B. P,CP,E press disconnect
  - C. Flight Idle descent

- D. Watch Underflight of Tanker
- E. Wingman?
- F. Main Line Rupture – NOT A BREAKAWAY
- G. Review procedure prior to contact
- H. IMC Entry in Loose Visual Position

**EXTERIOR LIGHTING FOR AIR REFUELING**  
*(For UARSSI Equipped Aircraft)*

**PREPARATION FOR CONTACT**

**NIGHT EMCON 1 or EMCON 2**

1. Anti Collision: Top - OFF, Bottom - ON
2. Strokes: Top - OFF, Bottom - ON
3. Formation - OFF
4. Slipway/Area Lights: 100 % Rendezvous/50 % Precontact

**NIGHT EMCON 3**

1. ALL External lights OFF Except:
  - A. Slipway/Area Lights - 100 Percent
  - B. Strobe Inhibit Switch - LO COVERT/IR ON
2. At "VISUAL":
  - A. Strobe Inhibit Switch - OFF
3. When Visual with Tanker:
  - A. Slipway/Area Lights - 50 Percent
  - B. IR Beacon - OFF
4. At Disconnect:
  - A. Wing Lights - STEADY/DIM

**NIGHT EMCON 4**

1. Slipway and Area Lights - ON
2. All other Lights - OFF

**AIRDROP BRIEFING GUIDE**

1. Type of Slowdown and Drop Procedures
  - A. Slowdown Location
  - B. SCNS Steering/Distance
  - C. CDS Flap Settings
  - D. Run In Update Points
2. Type Drop (CARP, HALO, GMRS, VIRS etc)
3. Drop Altitude/Airspeed/Heading
4. Escape Procedures
5. Pilot/Copilot Duties
6. Emergency procedures
  - A. Hung Jumper
  - B. CDS
  - C. Bundle
7. Threats
8. No Drop Parameters
9. Oxygen Requirements

**PERSONNEL AIRDROP CHECKLIST  
(EQUIPMENT/RAMP/BUNDLE)  
(Paratroop Door or Tailgate)**

**TWENTY MINUTE CHECKLIST**

1. **“CREW, TWENTY MINUTE WARNING”** (N)
2. **“TWENTY MINUTE WARNING ACKNOWLEDGED LM”** (LM)
3. **“PERSONNEL/EQUIPMENT/RAMP BUNDLE CHECKLIST, PARATROOP/TAILGATE DOOR EXIT”** (P)
4. Slowdown, Drop Zone and Escape – **“REVIEWED”**  
(P)(CP)(N)
5. DZ Data – **“CHECKED”** (N)
6. Pressurization – Depressurizing (E)
7. Twenty Minute Checks – **“COMPLETE”** (LM)(E)

**TEN MINUTE CHECKLIST**

1. **“CREW, TEN MINUTE WARNING”** (N)
2. **“TEN MINUTE WARNING ACKNOWLEDGED LM”**  
(LM)
3. Computer Jump Switch – **“AD/TJ MANUAL”** (CP)
4. Red Light – **“ON”** (P/CP)
5. Aux Pump (as required) – **“ON”** (CP)
6. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
7. Pressurization – No Pressure (E)
8. Ten Minute Checks – **“COMPLETE”** (LM)(E)

**SIX-MINUTE ADVISORY**

1. "CREW, SIX MINUTE ADVISORY" (N)
2. "SIX MINUTE ADVISORY ACKNOWLEDGED LM" (LM)

**SLOWDOWN CHECKLIST**

**(Paratroop Door Exit)**

1. "SLOWDOWN NOW" (N)
2. Flaps – "50 PERCENT" (P/CP)
3. Radar Altimeter – "SET, STATE SETTING" (P)(N)
4. Air Deflector Doors – "OPEN" (P/CP)
5. Slowdown Checks – "COMPLETE" (LM)(E)

**SLOWDOWN CHECKLIST**

**(Tailgate Exit)**

1. "SLOWDOWN NOW" (N)
2. Flaps – "50 PERCENT" (P/CP)
3. Radar Altimeter – "SET, STATE SETTING" (P)(N)
4. Ramp and Door –
  - A. "CLEAR TO OPEN" (LM)
  - B. "OPEN AND LOCKED" (LM)
  - C. "INDICATES OPEN" (E)
5. Slowdown Checks – "COMPLETE" (LM)(E)

**ONE MINUTE CHECKLIST**

1. "CREW, ONE MINUTE WARNING" (N)
2. "ONE MINUTE WARNING ACKNOWLEDGED LM" (LM)
3. One Minute Checks – "COMPLETE" (LM)

**RELEASE POINT**

1. "FIVE SECONDS" (N)
2. "GREEN LIGHT" (N/P)
3. Green Light – "ON" (P/CP)
4. "LOAD CLEAR" (or state condition) (LM)
5. "RED LIGHT" (N/P)
6. Red Light – "ON" (P/CP)

**COMPLETION OF DROP CHECKLIST****(Paratroop Door Exit)**

1. Paratroop Door(s) – "CLOSED AND LOCKED" (LM)
2. Air Deflector Doors – "CLOSED AND OFF" (P/CP)
3. Flaps – "AS REQUIRED" (P/CP)
4. Red Light – "OFF" (P/CP)
5. Radar Altimeter – "SET, STATE SETTING" (P)(N)
6. Pressurization – Set (E)
7. Drop Checks – "COMPLETE" (LM)(E)

**COMPLETION OF DROP CHECKLIST**

**(Tailgate Exit)**

1. Ramp and Door – “**CLOSED AND LOCKED**” (LM)
2. Flaps – “**AS REQUIRED**” (P/CP)
3. Aux Pump – “**OFF**” (CP)
4. Red Light – “**OFF**” (P/CP)
5. Radar Altimeter – “**SET, STATE SETTING**” (P)(N)
6. Pressurization – Set (E)
7. Drop Checks – “**COMPLETE**” (LM)(E)

**HIGH ALTITUDE PERSONNEL AIRDROP CHECKLIST  
(HALO/HAHO)**

**(Paratroop Door/Tailgate Exit)**

**TWENTY MINUTE CHECKLIST**

1. **“CREW, TWENTY MINUTE WARNING”** (N)
2. **“TWENTY MINUTE WARNING ACKNOWLEDGED LM** (LM)
3. **“HIGH ALTITUDE PERSONNEL AIRDROP CHECKLIST, PARATROOP DOOR/TAILGATE EXIT”** (P)
4. Slowdown, Drop Zone and Escape – **“REVIEWED”** (P)(CP)(N)
5. DZ Data – **“CHECKED”** (P)(CP)(N)
6. Helmet and Oxygen (as required) – **“ON”** (P)(CP)(N)(RO)(LM)(E)
7. Pressurization – Depressurizing (E)
8. Twenty Minute Checks – **“COMPLETE”** (LM)(E)

**TEN MINUTE CHECKLIST**

1. **“CREW, TEN MINUTE WARNING”** (N)
2. **“TEN MINUTE WARNING ACKNOWLEDGED LM”** (LM)
3. Computer Jump Switch – **“AD/TJ MANUAL”** (CP)
4. Red Light – **“ON”** (P)(CP)
5. High Altitude Checks (as required) – **“COMPLETE”** (P)(CP)(N)(RO)(LM)(E)

6. Aux Pump (as required) – “ON” (CP)
7. Altimeters – “SET, STATE SETTING” (CP)(P)(N)
8. Pressurization – No Pressure (E)
9. Ten Minute Checks – “COMPLETE” (LM)(E)

**SIX MINUTE ADVISORY**

1. “CREW, SIX MINUTE ADVISORY” (N)
2. “SIX MINUTE ADVISORY ACKNOWLEDGED LM” (LM)

**SLOWDOWN CHECKLIST**

**(Paratroop Door Exit)**

1. “SLOWDOWN NOW” (N)
2. Flaps – “50 PERCENT” (P/CP)
3. Air Deflector Doors – “OPEN” (P/CP)
4. Slowdown Checks – “COMPLETE” (LM)(E)

**SLOWDOWN CHECKLIST**

**(Tailgate Exit)**

1. “SLOWDOWN NOW” (N)
2. Flaps – “50 PERCENT” (P/CP)
3. Ramp and Door –
  - A. “CLEAR TO OPEN” (LM)
  - B. “OPEN AND LOCKED” (LM)
  - C. “INDICATES OPEN” (E)
4. Slowdown Checks – “COMPLETE” (LM)(E)

**TWO MINUTE CHECKLIST**

1. “CREW, TWO MINUTE WARNING” (N)
2. “TWO MINUTE WARNING ACKNOWLEDGED LM” (LM)
3. Two Minute Checks – “COMPLETE” (LM)

**ONE MINUTE CHECKLIST**

1. “CREW, ONE MINUTE WARNING” (N)
2. “ONE MINUTE WARNING ACKNOWLEDGED LM” (LM)
3. One Minute Checks – “COMPLETE” (LM)

**RELEASE POINT**

1. “FIVE SECONDS” (N)
2. “GREEN LIGHT” (N/P)
3. Green Light – “ON” (P/CP)
4. “LOAD CLEAR” (or state condition) (LM)
5. “RED LIGHT” (N/P)
6. Red Light – “ON” (P/CP)

**COMPLETION OF DROP CHECKLIST****(Paratroop Door Exit)**

1. Paratroop Door(s) – “**CLOSED AND LOCKED**” (LM)
2. Air Deflector Doors – “**CLOSED AND OFF**” (P/CP)
3. Flaps – “**AS REQUIRED**” (P/CP)
4. Red Light – “**OFF**” (P/CP)
5. Radar Altimeter – “**SET, STATE SETTING**” (P)(N)
6. Pressurization – Set (E)
7. Drop Checks – “**COMPLETE**” (LM)(E)

**COMPLETION OF DROP CHECKLIST****(Tailgate Exit)**

1. Ramp and Door – “**CLOSED AND LOCKED**” (LM)
2. Flaps – “**AS REQUIRED**” (P/CP)
3. Aux Pump – “**OFF**” (CP)
4. Red Light – “**OFF**” (P/CP)
5. Radar Altimeter – “**SET, STATE SETTING**” (P)(N)
6. Pressurization – Set (E)
7. Drop Checks – “**COMPLETE**” (LM)(E)

**CONTAINER DELIVERY SYSTEM CHECKLIST  
(CDS, RAMZ, CRRC, and ATVs)**

**TWENTY MINUTE CHECKLIST**

1. **“CREW, TWENTY MINUTE WARNING”** (N)
2. **“TWENTY MINUTE WARNING ACKNOWLEDGED LM”** (LM)
3. **“CDS CHECKLIST** (P)
4. Slowdown, Drop Zone and Escape – **“REVIEWED”**  
(P)(CP)(N)
5. DZ Data – **“CHECKED”** (P)(CP)(N)
6. Helmet and Oxygen – **“ON”** (as required)  
(P)(CP)(N)(RO)(LM)(E)
7. Pressurization – Depressurizing (E)
8. Twenty Minute Checks – **“COMPLETE”** (LM)(E)

**TEN MINUTE CHECKLIST**

1. **“CREW, TEN MINUTE WARNING”** (N)
2. **“TEN MINUTE WARNING ACKNOWLEDGED LM”**  
(LM)
3. Computer Jump Switch – **“AD/TJ MANUAL”** (CP)
4. Red Light – **“ON”** (P)(CP)
5. High Altitude Checks – **“COMPLETE”** (if required)  
(P)(CP)(N)(RO)(LM)(E)
6. Aux Pump (as required) – **“ON”** (CP)
7. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
8. Pressurization – No Pressure (E)

9. CDS Flap Setting – “**COMPUTED, STATE SETTING**”  
(CP)(E)
10. Ten Minute Checks – “**COMPLETE**” (LM)(E)

**SIX-MINUTE ADVISORY**

1. “**CREW, SIX MINUTE ADVISORY**” (N)
2. “**SIX MINUTE ADVISORY ACKNOWLEDGED LM**”  
(LM)

**SLOWDOWN CHECKLIST**

1. “**SLOWDOWN NOW**” (N)
2. Flaps – “**50 PERCENT**” (P/CP)
3. Radar Altimeter – “**SET, STATE SETTING**” (P)(N)
4. Ramp and Door –
  - A. “**CLEAR TO OPEN**” (LM)
  - B. “**OPEN AND LOCKED**” (LM)
  - C. “**INDICATES OPEN**” (E)
5. Flaps – “**SET, STATE SETTING**” (P)(CP)
6. Slowdown Checks – “**COMPLETE**” (LM)(E)

**ONE MINUTE CHECKLIST**

1. “**CREW, ONE MINUTE WARNING**” (N)
2. “**ONE MINUTE WARNING ACKNOWLEDGED LM**”  
(LM)
3. One Minute Checks – “**COMPLETE**” (LM)

**RELEASE POINT**

1. **“FIVE SECONDS”** (N)
2. **“GREEN LIGHT”** (N/P)
3. Green Light – **“ON”** (P/CP)
4. **“GATE RELEASE”** (or state condition) (LM)
5. **“LOAD CLEAR”** (or state condition) (LM)
6. **“RED LIGHT”** (N/P)
7. Red Light – **“ON”** (P/CP)

**COMPLETION OF DROP CHECKLIST**

1. Flaps – **“50 PERCENT”** (P/CP)
2. Ramp and Door – **“CLOSED AND LOCKED”** (LM)
3. Flaps – **“AS REQUIRED”** (P/CP)
4. Aux Pump – **“OFF”** (CP)
5. Red Light – **“OFF”** (P/CP)
6. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
7. Pressurization – Set (E)
8. Drop Checks – **“COMPLETE”** (LM)(E)

**130 KIAS CDS FLAP SETTING**

<b>AIRCRAFT</b>	<b>NUMBER</b>	<b>OF</b>	<b>BUNDLES</b>
<b>GW</b>	<b>1-4</b>	<b>5-10</b>	<b>11-16</b>
----- <b>FLAP SETTINGS</b> -----			
90	*	2	7
95	*	5	10
100	*	8	13
105	1	11	16
110	4	14	19
115	7	17	22
120	11	20	25
125	14	23	28
130	17	25	31
135	20	28	34
140	23	31	37
145	27	34	40
150	30	37	43
155	33	40	46
160	36	43	49

When dropping 1-4 CDS Bundles, recommend aircraft weight less than 104,000 # at release. If drop must be made, use 0 % flaps and expect longer than normal exit time. **NOTE:** If gross weight exceeds 120,000 #, use 140 KIAS CHART.

**140 KIAS CDS FLAP SETTING**

<b>AIRCRAFT</b>	<b>NUMBER</b>	<b>OF</b>	<b>BUNDLES</b>
<b>GW</b>	<b>1-4</b>	<b>5-10</b>	<b>11-16</b>
-----FLAP SETTINGS-----			
90	*	*	*
95	*	*	0
100	*	*	4
105	*	*	8
110	*	1	12
115	*	5	16
120	0	9	19
125	4	13	23
130	7	16	27
135	10	20	31
140	14	24	35
145	17	28	38
150	20	31	42
155	24	35	46
160	27	39	50

\*Recommended dropping at 130 KIAS for these weights.

**LEAFLET AIRDROP CHECKLIST****TWENTY MINUTE CHECKLIST**

1. **“CREW, TWENTY MINUTE WARNING”** (N)
2. **“TWENTY MINUTE WARNING ACKNOWLEDGED LM”** (LM)
3. **“LEAFLET CHECKLIST”** (P)
4. Slowdown, Drop Zone and Escape – **“REVIEWED”**  
(P)(CP)(N)
5. DZ Data – **“CHECKED”** (N)
6. Helmet and Oxygen – **“ON”** (if required)  
(P)(CP)(N)(RO)(LM)(E)
7. Pressurization – Depressurizing (E)
8. Twenty Minute Checks – **“COMPLETE”** (LM)(E)

**TEN MINUTE CHECKLIST**

1. **“CREW, TEN MINUTE WARNING”** (N)
2. **“TEN MINUTE WARNING ACKNOWLEDGED LM”** (LM)
3. Computer Jump Switch - **“AD/TJ MANUAL”** (CP)
4. Red Light – **“ON”** (P)(CP)
5. High Altitude Checks – **“COMPLETE”** (if required)  
(P)(CP)(N)(RO)(LM)(E)
6. Aux Pump (as required) – **“ON”** (CP)
7. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
8. Pressurization – No Pressure (E)
9. Ten Minute Checks – **“COMPLETE”** (LM)(E)

**SLOWDOWN CHECKLIST**

1. **“SLOWDOWN NOW”** (N)
2. Flaps – **“AS REQUIRED”** (P/CP)
3. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
4. Ramp –
  - A. **“CLEAR TO OPEN”** (P)
  - B. **“OPEN”** (LM)
5. Slowdown Checks – **“COMPLETE”** (LM)(E)

**ONE MINUTE CHECKLIST**

1. **“CREW, ONE MINUTE WARNING”** (N)
2. **“ONE MINUTE WARNING ACKNOWLEDGED LM”**  
(LM)
3. One Minute Checks – **“COMPLETE”** (LM)

**RELEASE POINT**

1. **“FIVE SECONDS”** (N)
2. **“GREEN LIGHT”** (N/P)
3. Green Light – **“ON”** (P/CP)
4. **“LOAD CLEAR”** (or state condition) (LM)
5. **“THIRTY-SECOND ADVISORY”** (N)
6. **“RED LIGHT”** (N/P)
7. Red Light – **“ON”** (P/CP)

**COMPLETION OF DROP CHECKLIST**

1. Ramp – **“CLOSED AND LOCKED”** (LM)
2. Flaps – **“AS REQUIRED”** (P/CP)
3. Aux Pump – **“OFF”** (CP)
4. Red Light – **“OFF”** (P/CP)
5. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
6. Pressurization – Set (E)
7. Drop Checks – **“COMPLETE”** (LM)(E)

**SEARCH AND RESCUE AIRDROP CHECKLIST  
(PARARESCUE/RAMZ/EQUIPMENT)**

**PRE-SEARCH/DEPLOYMENT CHECKLIST**

1. Crew Briefing – **“COMPLETE”** (P)
2. Helmet and Oxygen (as required) – **“ON”**  
(P)(CP)(N)(RO)(LM)(E)
3. Pressurization – No Pressure (E)
4. TD Valves – As Required (E)
5. Flare Launcher Control Panel (some airplanes) –  
**“ARMED/AS REQUIRED”** (E)(LM)
6. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
7. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
8. High Altitude Checks (as required) – **“COMPLETE”**  
(P)(CP)(N)(RO)(LM)(E)
9. Aux Pump – **“ON”** (as required) (CP)
10. Red Light – **“ON”** (Pararescue Deployment Only) (P/CP)
11. Flaps – **“SET, STATE SETTING”** (P/CP)
12. Airspeed – **“CHECKED”** (P)(CP)(E)
13. Air Deflector Doors (if required) – **“OPEN”** (P/CP)
14. Ramp and Door (if required) –
  - A. **“CLEAR TO OPEN”** (LM)
  - B. **“OPEN AND LOCKED”** (LM)
  - C. **“INDICATES OPEN”** (E)
15. Pre-Search/Deployment Checklist – **“COMPLETE”**  
(LM, E)

**EQUIPMENT DEPLOYMENT CHECKLIST**  
**(PARABUNDLE/FREEFALL)**

1. **“30 SECONDS TO TARGET”** (P)
2. **“10 SECONDS TO TARGET”** (P)
3. **“TARGET IN SIGHT”** (LM)
4. **“LOAD CLEAR”** (LM)

**PARARESCUE DEPLOYMENT CHECKLIST**  
**(JMD/RAMZ)**

*This checklist will be used for Pararescue Deployment (PJD) utilizing the Fixed, Moving and Crosswind Target Patterns.*

1. High Altitude Checks (if required) – **“COMPLETE”**  
(P)(CP)(N)(RO)(LM)(E)
2. Turn on Final
3. **“CREW, ONE MINUTE WARNING”** (P/CP)
4. **“SAFETY CHECKS COMPLETE”** (LM/JM)
5. **“CLEAR TO JUMP”** (P/CP)
6. Green Light – **“ON”** (P/CP)
7. Make Minor Heading Changes – Pass over Spotter Chute and the Target on a Direct Line, Establish Drift Correction Prior to Passing over the Spotter Chute (fixed or moving target only) (P)
8. Reverse Count Over Target (fixed or moving target only)(JM)
9. Release PJs or Equipment – At completion of reverse count (fixed or moving target) or when the Aircraft is on a Direct Line with the Target and Spotter Chutes or Streamers (crosswind target only) (JM)
10. **“LOAD CLEAR”** (or state condition) (LM)

11. **“RED LIGHT”** (N) – **“ON”** (P/CP)
12. After Jumper(s) Clear the Aircraft – Turn to Observe the Accuracy of the Drop (P)

### **POST SEARCH/DEPLOYMENT CHECKLIST**

1. Ramp and Door/Paratroop Door(s) (as required) – **“CLOSED AND LOCKED”** (LM)
2. Air Deflector Doors – **“CLOSED AND OFF”** (P/CP)
3. Flaps – **“AS REQUIRED”** (P/CP)
4. Red Light – **“OFF”** (Pararescue Deployment Only) (P/CP)
5. Aux Pump – **“OFF”** (as required) (CP)
6. Flare Launcher Control Panel (some airplanes) – **“SAFE/AS REQUIRED”** (E)(LM)
7. Pressurization – Set (E)
8. TD Valves – As Required (E)
9. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
10. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
11. Post Search/Deployment Checklist – **“COMPLETE”** (LM)(E)

**PARARESCUE DEPLOYMENT  
(FIXED TARGET)**

1. Head Directly Toward the Target, Regardless of Wind Direction.
2. Release the Spotter Chute/Streamer Directly Over the Target.
3. Immediately upon Release Make Left/Right Turn to Observe Descent and Position of Spotter Chute/Streamer.
4. Establish Racetrack Drop Pattern. Final Approach will be aligned with the Spotter Chute/Streamer and the Target.
5. Turn on final – Use the Search and Rescue Airdrop Checklist (Pararescue Deployment Checklist)

**PARARESCUE DEPLOYMENT  
(MOVING TARGET)**

1. Head Directly Toward the Target, Regardless of Wind Direction.
2. Release the Spotter Chute/Streamer Directly Over the Target.
3. Immediately upon Release Make Left/Right Turn to Observe Descent and Position of Spotter Chute/Streamer.
4. Establish Racetrack Drop Pattern. Final Approach will be aligned with the Spotter Chute/Streamer and the Target. Adjust Pattern to be Over Target 5–9 Minutes after Spotter Chute is Launched.
5. Turn on final – Use the Search and Rescue Airdrop Checklist (Pararescue Deployment Checklist)

**PARARESCUE DEPLOYMENT  
(CROSSWIND TARGET)**

1. Fly over the target on crosswind heading in a direction to permit a left/right hand pattern.
2. Release the spotter chute/streamer directly over the target.
3. Make another 180 degree turn to place the aircraft on the approach leg the same distance upwind from the target, as the spotter chute is downwind.
4. Turn on Final – Use the Search and Rescue Airdrop Checklist (Pararescue Deployment Checklist)

**NVG CHECKLIST**

1. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
2. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
3. Exterior Lights – **“SET”** (E)
4. Interior Lights – **“SET”** (P)(CP)(E)(N)(RO)(LM)
5. NVGs – **“ON/READY”** (P)(CP)(E)(N)(RO)(LM)
6. NVG Checks – **“COMPLETE”** (E)

**POST NVG CHECKLIST**

1. “NVGs – **“OFF/SECURED”** (P)(CP)(E)(N)(RO)(LM)
2. Radar Altimeter – **“SET, STATE SETTING”** (P)(N)
3. Altimeters – **“SET, STATE SETTING”** (CP)(P)(N)
4. Interior Lights – **“SET”** (P)(CP)(E)(N)(RO)(LM)
5. Exterior Lights – **“SET”** (E)
6. Post-NVG Checks – **“COMPLETE”** (E)

**REAR VISION DEVICE CHECKLIST  
(INFLIGHT BUBBLE INSTALLATION)**

1. Crew Briefing – **“COMPLETE”** (P)
  - A. Altitude, Airspeed, and Aircraft Configuration
  - B. Emergency Procedures
  - C. Primary Bubbler Operator/Loadmaster and Assistant
2. Protective Equipment – **“ON”** (LM)
3. Flaps – **“AS REQUIRED”** (P/CP)

4. Airspeed – “**CHECKED**” (P)(CP)(E)
5. Remove Hatch (LM)
6. Install Bubble (LM)
7. Bubble – “**INSTALLED/REMOVED**” (LM)

### AERIAL DELIVERY AIRSPEEDS

	<b>RECOMMENDED KIAS</b>	<b>AIRSPEED RANGE KIAS</b>
	<b>PERSONNEL</b>	
Static Line	130	125-150
HALO/HAHO	130	110-150
COMBINATION	130/140*	125-150
	<b>EQUIPMENT</b>	
CRRC/RAMZ	130/140*	125-150
CDS except G12E	130/140*	125-150
CDS G12E	140	125-150
PSYOPS	As Required for Coverage	
SATB	Airspeed for Drop Simulated	

\* Use 140 KIAS for gross weights above 120,000 pounds

**AERIAL DELIVERY ALTITUDES**

	<b>PERSONNEL</b>
Tactical training	800 ft (see Note 1)
Combat Operations	Determined by Situation
HALO (minimum)	2500 ft
SATB-P	500 ft
G-12D/E (1-6 Containers)	400 ft
G-12D (7 or more Containers)	600 ft
G-12D (2 or more Chutes)	600 ft
G-12E (2 or more Chutes)	550 ft
CRRC (G-12D/E)	600 ft (Boats), otherwise use personnel altitudes
G-13/14 (1 or 2 Containers)	400 ft
G-13/14 (3 or more Containers)	500 ft

**NOTE 1:** If the following criteria are not met, the minimum altitude is 1000 ft AGL:

- A. Static Lines are used
- B. Parachutes are equipped with anti inversion devices.
- C. With T-10 chutes, use established exit control procedures
- D. When using MC1-1A/B/C chutes, use alternate door exit procedures (ADEPT). ADEPT does not apply to combat operations or pararescue personnel.

**AERIAL DELIVERY ALTITUDES**

	<b>DOOR BUNDLE</b>
G-13/14	300 ft (min)
T-10B	400 ft (min)
T-7A	300 ft (min)
	<b>FREEFALL</b>
<b>DAY</b>	100 ft (min) 200 ft (max)
<b>NIGHT</b>	500 ft

**AERIAL DELIVERY WIND LIMITS (KNOTS)**

<b>PERSONNEL</b>	<b>KNOTS</b>
AF Static Line/Land	13
AF Static Line/Water	17
AF MFF/Land	18
AF MFF/Water	20
Non-AF Personnel	Discretion of user DZSO
<b>EQUIPMENT</b>	
AF Equipment w/Ground Disconnect	17
AF CDS w/G-12 chutes	13
AF CDS w/G-13/14 chutes	20
SATB	25
Non-AF Equipment	Discretion of user DZSO

## FORMATION LIGHT SIGNALS

### Signals From Lead:

1. One Flash – “I Assume Lead”
2. Two Flashes – “Number Two Assume Lead”
3. Three Flashes – “Number Three Assume Lead”
4. Four Flashes – “Go Trail”
5. Five Flashes – “Go Echelon OR Crossover”
6. Six Flashes – “Go IMC Trail”

### Signals From Wing:

1. Two Flashes – “Navigation Problem”
2. Three Flashes – “Power Problem”
3. Four Flashes – “Aborting”

## FORMATION PREPLANNED WEATHER PENETRATION

1. On Leads Signal, Lead will:
  - A. Increase airspeed 20 KIAS for 3 minutes
  - B. Maintain/climb to base altitude
2. Number Two will:
  - A. Maintain enroute airspeed
  - B. Climb at 1000 VVI to base + 500 feet
3. Number Three will:
  - A. Reduce airspeed 20 KIAS for 3 minutes
  - B. Climb at 1000 VVI to base altitude + 1000 feet

**FORMATION INADVERTENT WEATHER  
PENETRATION**

1. Aircraft noting the need to execute calls "Call sign, IMC Break x 3"
2. Lead will respond with base altitude and heading
3. Lead will:
  - A. Set 1010 TIT (if necessary)
  - B. Climb to base altitude/VMC at 180 KIAS
  - C. Maintain 180 KIAS
  - D. Configure lights per SS criteria during climb
4. Number Two will:
  - A. Turn right 10 degrees or more (if feasible)
  - B. Set 1010 TIT (if necessary)
  - C. Climb to base + 500 at 170 KIAS
  - D. After 30 seconds, resume base heading
  - E. After reaching base +500 or VMC accelerate to 180 KIAS
  - F. Configure lights/squawk per single ship criteria during climb
5. Number Three will:
  - A. Turn left 10 degrees or more (if feasible)
  - B. Set 1010 TIT (if necessary)
  - C. Climb to base + 1000 at 160 KIAS
  - D. After 30 seconds, resume base heading
  - E. After reaching base +1000 or VMC accelerate to 180 KIAS
  - F. Configure lights/squawk per single ship criteria during climb

**FORWARD AREA REFUELING/REARMING POINT  
(FARRP)**

1. Location
2. TOT
3. Communication
  - A. Call Signs
  - B. Air to Air
  - C. Air to Ground
4. Marshaling Procedures
5. Onload
6. Equipment
  - A. Grounding Wires
  - B. Probe Adapter
7. Emergency Procedures
8. Departure Instructions

**PYROTECHNICS DESCRIPTION****FLARES**

LUU-2B – Launched manually only. Produces 2 Million Candle Power for five minutes

LUU-4B – Dispense through the Flare Launcher or manually. Produces 1.6 Million Candle Power for 3 minutes

**SMOKE**

MK 25 Mod 3 – Dispense through the Flare Launcher or manually. Burns 13.5 to 18 minutes. Activated by saltwater. Weight 4 lb.

MK 6 Mod 3 – Dispense through the Flare Launcher or manually. Burns 41 minutes, with ignition delay of 90 seconds. Weight 16 lb.

**SEA DYE MARKER**

AN-M59 – Dispense through the Flare Launcher or manually. Plastic bag ruptures on impact and produces green fluorescent for about 2 hours. Weight 1.4 lb.

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