



Flying Operations

C-5 OPERATIONS PROCEDURES

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Change 2 to AFI 11-2C-5V3, 1 January 2000, implements a revision to Chapter 11, pages 137-138.

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SUPPORTING INSTRUCTIONS:

AFI 11-2C-5V3 Addenda A--C-5 Aircraft Configuration and Mission Planning

AFI 11-2C-5V3 Addenda B--C-5 Special Operations Low Level (SOLL) II

AFI 11-2C-5V3 CL-1--Loadmaster Briefings

AFI 11-2C-5V3 CL-2--Combat Operations

AFI 11-2C-5V3 CL-3--Airdrop Operations--Crew

AFI 11-2C-5V3 CL-4--Airdrop Operations--Loadmaster

AFI 11-2C-5V3 CL-5--SOLL II--Pilot

AFI 11-2C-5V3 CL-6--SOLL II--Navigator

AFI 11-2C-5V3 CL-7--SOLL II--Engineer

AFI 11-2C-5V3 CL-8--SOLL II--Scanner

AFI 11-2C-5V3 CL-9--SOLL II--Loadmaster

AFI 11-2C-5V3 CL-10--Hot Refueling (Cockpit Crew)

AFI 11-2C-5V3 CL-11--Hot Refueling (Ground Crew)

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Chapter 11

NAVIGATION PROCEDURES

Section 11A—Aircrew Procedures

11.1. General. This chapter consolidates unique navigation procedures into one location.

11.2. Mission Planning:

11.2.1. The AC or designated representative shall verify that proposed routes and flight altitudes and levels provide proper terrain clearance and meet FLIP and Foreign Clearance Guide requirements.

11.2.2. Pilots (and Navigators as applicable) shall crosscheck the computer flight plan (CFP) route of flight against the route of flight entered on the DD Form 175, **Military Flight Plan**, DD Form 1801, **DoD International Flight Plan**, or International Civil Aviation Organization (ICAO) flight plan.

11.2.3. If a CFP is out of date or not available and routing or meteorological information is desired, the AC should obtain direct assistance from the TACC flight planner. In addition, all AMC CFP tracks are on microfiche at selected locations. Use these products to assist in manual flight planning.

11.3. Flight Charts:

11.3.1. Prior to flight, the AC or designated representative shall plot the oceanic portion of the flight on an appropriate chart (e.g. OPC, GNC, Jeppesen). Place the following information on the chart:

11.3.1.1. Mission number.

11.3.1.2. Preparer's and aircraft commander's name.

11.3.1.3. Date.

11.3.1.4. Flight plan course depicting reporting points with proper names.

11.3.1.5. On AR missions, plot the ARIP, ARCP, exit, and turn points.

11.3.2. Multiple legs on the same chart are permissible (e.g., Hickam, Wake Island, Guam) when practical.

11.3.3. Following mission completion, turn in the applicable items: charts, CFPs, fuel planning calculations, and the navigator's log. Maintain them as a part of the flight records a minimum of 90 days.

11.4. Navigation Procedures:

11.4.1. Flight Progress:

11.4.1.1. General. When using the INS/GPS as the primary means of navigation, use all available NAVAIDs to monitor INS/GPS performance and ensure compliance with course and ETA tolerance. On airways, INS/GPS may be coupled to the autopilot provided the applicable airway NAVAIDs are selected and monitored on the other HSI and BDHI.

11.4.1.2. Category I Routes. Use the following to monitor flight progress on Category I routes.

11.4.1.2.1. When possible, obtain a coast-out fix prior to or immediately upon entering the category I route segment. Plot the fix on the chart using the procedures in **Table 11.1**.

Table 11.1. Category I Fixing.

FMS/GPS Configured Steering Solution	Triple-Mix Configured Steering Solution
<p>1. Select the UPDATE page on each CDU.</p> <p>2. Display MANUAL.</p> <p>3. When at desired coast-out point, simultaneously press FREEZE on all 3 CDUs and press the MARK key on any one CDU.</p> <p>4. Record the INU pure inertial position. (Data Line 1 on each CDU)</p> <p>5. Record the integrated position (found on the CDU scratch pad where MARK was selected).</p> <p>6. Plot the coast-out fix.</p> <p>7. Compare all positions selected to the coast-out point.</p> <p>8. To terminate coast-out plotting, select REJECT on each CDU.</p> <p><i>Note:</i> The coast-out fix could also be entered into the “PT” position after entering it into the scratch pad by pressing LS3. Then when FREEZE is selected on each CDU the mileage variation between the coast-out fix and the pure inertials could be read directly from Data Line 3.</p> <p>Alternate Coast-Out Fix Plotting Method:</p> <p>1. Validate accuracy of GPS/INU steering solution.</p> <p>2. Display Pure Inertial position on all three CDUs:</p> <ul style="list-style-type: none"> - Select INAV - Lateral Scroll each FMS head to INU CONTROL page. <p>3. Read the UPDATE DIFF in nautical miles directly from data line 3 and record for each INU to determine most accurate unit for subsequent INS only operations.</p> <p><i>Note:</i> No “Updating” or “Freezing” necessary.</p> <p>4. Record time and most accurate INU on the chart.</p>	<p><i>Note:</i> The triple-mix solution is not selected unless the FMS is degraded (e.g. GPS not available). RNP criteria may be affected.</p> <p>1. Record aircraft position in relation to NAVAIDs and simultaneously press FREEZE on all INSs. Select MARK on one CDU for the triple mix position.</p> <p>2. Record the INS triple mix position and all 3 INS pure inertial positions on the chart.</p> <p>3. Plot the coast-out fix.</p> <p>4. Compare the coast-out fix to the INS triple mix or GPS position.</p> <p>5. To terminate coast-out plotting, select REJECT on each CDU.</p>

11.4.1.2.2. When approaching each waypoint recheck the coordinates for the next two waypoints.

11.4.1.2.3. Ten (10) minutes after passing each oceanic waypoint or every 500 miles, record and plot the configured steering solution position(s) and time on the chart, and ensure compliance with course and ETA tolerances.

11.4.1.2.4. If a revised clearance is received, record and plot the new course on the chart.