



NOTICE: This publication is available digitally on the AFDPO WWW site at:
<http://www.e-publishing.af.mil>

OPR: HQ AMC/DOOM (Maj David A. Burns)

Certified by: HQ AMC/DOO
(Col Randy E. Morris)

Supersedes AMCPAM 10-210, 21 October 1996

Pages: 38
Distribution: F

This pamphlet is a compilation of procedures and techniques to operate aircrew stage systems. It applies to all personnel assigned to manage aircrew stages by Headquarters Air Mobility Command, including Air Force Reserve and Air National Guard personnel. It will implement AFD 10-4, *Operations Planning*. This publication applies to the Air National Guard (ANG) when published in the ANGIND 2.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

This revision incorporates requirements, information, and procedures with respect to the AMC Functional Area Management, and updates HQ AMC and TACC office symbols and contact information. In addition, it integrates aeromedical evacuation crewmembers (AECMs) and critical care air transport teams (CCATTS) into the stage management function.

1.	Introduction:	3
2.	Command Relationships:	3
3.	Functions of the Stage Manager:	3
4.	Stage Establishment and Setup Responsibilities:	4
5.	Operating Location Stage Management Techniques:	9
Table 1.	Pool Member Cycle Time Example.	12
Table 2.	Rainbow Chart.	13
6.	Reports:	14
Attachment 1— GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION		16
Attachment 2— STAGE MANAGER'S TRIP KIT		18

Attachment 3— STAGE MANAGER'S SETUP CHECKLIST	19
Attachment 4— STAGE MANAGER'S OPERATIONS CHECKLIST	25
Attachment 5— DAILY STAGE REPORT	32
Attachment 6— STAGE TASKING PROCESS	38

1. Introduction:

1.1. The AMC Stage Management System is activated by TACC/XOZ when necessary to maximize airlift/air-refueling/aeromedical evacuation (AE) capability. Staging aircrews at critical locations minimizes the time aircraft spend on the ground awaiting rested aircrews. This is a force multiplier providing significantly increased airlift, air refueling and AE capability.

1.2. The objective of the Stage Management System is to provide well-rested aircrews with the appropriate Legal for Alert (LFA) time to accomplish the mission. By providing accurate reports to Higher Headquarters (HHQ), stage managers facilitate effective and efficient airlift and air refueling operations.

1.3. This pamphlet is a general guide for stage crew management. Some situations may require deviation from the concepts listed herein. Each stage situation will be unique and driven by mission requirements. Stage crew managers should use sound judgment while complying with applicable MDS directives, concept of operations messages, exercise directives, operations orders, and higher headquarters guidance.

1.4. AMC Stage Managers require qualification obtained by completing the Stage Operations Office Course (AMC STGMGR) conducted by HQ AMC Air Mobility Warfare Center. This is a two-day unit funded course available to AMC, AFRC and ANG aircrew/AE crewmembers and 1C0X2s. AMC students are scheduled through HQ AMC/DOOM. AFRC and ANG students are scheduled through respective training channels.

2. Command Relationships:

2.1. The operating location Senior Stage Manager (SSM) is subordinate to the AMC commander at that location, in close coordination with the TACC stage manager. He/she executes the stage management policies and directives of HQ AMC, under the operational guidance of TACC. HQ AMC/DOO, the Functional Area Manager for Stage Management, ultimately directs deployment and movement of stage management personnel.

2.2. The TACC SSM and staff report directly to TACC/XOZ under normal circumstances and to TACC/XOP during contingencies.

2.3. This pamphlet and associated checklists are based on the assumption that no AMC Command and Control (C2), defined as AMCC, CP, AMS, EAMS, EAS, EARS, AEG, TALCE, and AME, is in place at the proposed stage operating location. If a C2 operation is already in place when the stage management system is activated, many of the functions called for in this pamphlet and checklists may already be in place and/or accomplished. The operating location senior stage manager will coordinate with the local C2 agency and identify who will perform which activities. Normally, this coordination must take place prior to deploying to the stage location. It is essential that the activities, functions, and responsibilities of the stage managers and the local C2 agency be fully integrated and coordinated to avoid conflicts and/or duplication of effort.

3. Functions of the Stage Manager:

3.1. "Stage manager" is the term used to identify individuals at all levels and locations within the stage system. However, their actual functions, duties and level of responsibility may vary considerably throughout the AMC stage system.

3.2. TACC Stage Managers:

3.2.1. The TACC SSM is a "system manager" and is the single point of contact for stage matters on the TACC staff. Duties of the SSM include coordinating adjustment of stage manager manning with AMC/DOO, adjusting numbers of stage aircrews in response to changing airflow requirements, advising of aircrew impacts on various airflow options, and compilation of aircrew-related statistics from the various stage operating locations. The SSM creates the work schedule for all TACC Duty Stage Managers (DSM).

3.2.2. The TACC Duty Stage Manager, as a headquarters agency, resolves aircrew-mission workload issues among the stage locations. They will work through TACC/XOB or XOPM when tasking home units for replacement crews and crewmembers, as required by the various stage locations. In addition, they will coordinate interfly requests from the operating Location Stage Managers (LSM) with the home units. The TACC DSM is also responsible for assembling reports from the field for daily TACC briefings.

3.2.3. Aircrew workload distribution (30/60/90 time and percent aircrews off station) is extremely important. The TACC SSM must analyze these items on a continual basis. The Daily Stage Report (**Attachment 5**) is an effective means of monitoring the workload distribution. Collecting this information from each wing/stage location and plotting the consolidated information is an excellent tool for monitoring unit participation. AMC/DOT must have access to timely and accurate 30/60/90 data to forecast possible flying time waiver action.

3.3. Operating Location Stage Managers:

3.3.1. The most visible stage managers are the individuals assigned to the various operating locations. They interact directly with the aircrews, and implement policy and procedures of AMC/DO and TACC. At the stage location, there will be a SSM and a number of DSMs.

3.3.2. The SSM is responsible for the complete stage operation at the location and has the overall responsibility to carry out the directives of the next level of command. The SSM must ensure provisions have been made for stage staff working space, communications, staff billeting, messing, transportation, etc. This will require extensive coordination prior to deploying to the stage location. While the SSM may act as a DSM, the SSM must keep in mind their primary responsibility is the overall function of the stage operation. SSMs should resist the temptation to spend too much time performing DSM functions to the detriment of the overall stage operation.

3.3.3. DSMs are direct representatives to aircrews of the command and control system. They will perform normal stage management duties, such as establishing stage crew priority and posture, setting legal for alert (LFA) times, arranging transportation, and briefing crews on applicable items. DSMs are also responsible for recording, compiling, and reporting aircrew-related information to the TACC.

4. Stage Establishment and Setup Responsibilities:

4.1. TACC responsibilities:

4.1.1. TACC/XOP determines when and where to establish a stage function based on expected airflow.

4.1.2. When the decision to establish a stage is made, TACC/XOO will coordinate requirements through TACC/XOP to provide stage management personnel and aircrews. HQ AMC/DOO will

determine and task stage management personnel. Normally, tasked "seed" aircrews (aircrews needed to initially populate the stage) will travel to the designated operating location only after the senior stage manager for that location has the necessary support in place. Time constraints and mission requirements may dictate that the stage management staff and seed aircrews arrive simultaneously.

4.1.3. TACC/XOP will determine the number of "seed" aircrews for the initial size of each stage: One method for determining the appropriate number is by multiplying the anticipated missions per day by a numerical factor based on historical crew utilization. The most commonly used factors are 0.6, 0.7, and 0.8. The 0.6 factor has been used during times of stable, predictable mission flow. The 0.7 factor is commonly used to account for minor or temporary flow disruptions caused by weather, maintenance, diplomatic clearance problems, ATC delays, etc. The 0.8 factor has been used for large, variable mission flows caused by last minute taskings. The 0.8 factor should also be used when missions routinely require augmentation or maximum crew duty days. As an example, consider a station planning for 22 mission launches per day.

0.6 factor x 22 launches	13.2 crews
0.7 factor x 22 launches	15.4 crews
0.8 factor x 22 launches	17.6 crews

In this example, you will need 14, 16, or 18 crews respectively (always round up).

4.1.4. After the stage is established, stage aircrew tasking will be processed by TACC ([Attachment 6](#)).

4.1.4.1. TACC Stage Manager or TACC Battle Staff will contact the stage by 1600Z each day for an assessment of stage crew needs over the next 48 to 78 hours. The stage will recommend the number of crews to maintain the stage. The TACC Stage Manager and or TACC Battle Staff will validate the need for the crews based on the assessment provided by the stage, station workload, and other requirements. The TACC Stage Manager will then coordinate with TACC/XOB for the appropriate number of stage crews.

4.1.4.2. TACC/XOB will assess the current crew commitment rates, current wing tasking levels, and projected tasking levels. TACC/XOB will task the wings for stage crews as appropriate. TACC/XOB will consider response time from home station to the stage location.

4.1.4.3. Stage management should coordinate with the TACC Battle Staff and TACC/XOB before releasing crews prior to SRT. The stage will coordinate matching returning wing aircraft with corresponding crews following the guidance of stage rules and this pamphlet. The TACC Battle Staff will approve stage crew manning levels. TACC/XOB provides guidance for crew release based on wing task levels.

4.2. Operating Location Responsibilities:

4.2.1. During training or briefings prior to departing home station, senior stage managers will review and understand the following:

4.2.1.1. The CONOPS for the contingency or exercise

4.2.1.2. Expected airflow (established by HHQ)

4.2.1.3. Size of stage—number of seed aircrews

4.2.1.4. Operations hours (12 or 24 hr ops)

4.2.1.5. Number of officer and enlisted stage managers

4.2.1.5.1. Normally, fixed, enroute and deployed C2 agencies are responsible for managing up to four stage crews. Five or more stage crews may require additional personnel and equipment. Additional personnel and equipment is provided in the 7E1AN (Mobile C2 Aircrew Stage Control) or the FFQNT (AE Stage Management) UTC. These packages contain personnel and equipment and can stand alone to accomplish stage management functions. Expeditionary Combat Support (ECS) must be provided for bare base conditions. Normally, the 7E1AN and the FFQNT UTC will be capable of departing home station within 72 hrs of notification.

4.2.1.6. Number of host base/nation support personnel dedicated/available for stage management support (drivers, etc.)

4.2.1.7. The use of the Global Decision Support System (GDSS) or Command and Control Information Processing System (C2IPS), whichever system is being used to manage C2 operations at the stage location. Stage managers must secure individual system accounts prior to deploying to the stage location. Contact unit UPAM to establish accounts.

4.2.1.8. The use of the Advanced Computer Flight Plan (ACFP) system. Stage managers must secure individual system accounts prior to deploying to the stage location. Contact the TACC ACFP help desk at DSN 576-1241/3 or visit their website: <http://acfp.scott.af.mil> to establish accounts.

4.2.2. The operating location SSM is responsible for securing necessary support for his/her stage location (**Attachment 3**). Difficulties in securing necessary support should be reported to the TACC SSM. Determine what facilities and support (billeting, transportation, messing, etc.) are available. If deployed to a location with existing AMC C2 contact the senior AMC official to coordinate facilities and support. If deploying with a TALCE contact the AMOG providing the TALCE prior to deployment and coordinate these functions. Do not assume these functions are up and operational prior to your arrival, especially if there is no established AMC C2 agency at your location. The following are typical support functions that the senior stage manager should ensure are available:

4.2.2.1. Workspace for the stage management staff. Ideally this will be collocated with but physically separated from any local AMC command and control function (Command Post, AMCC, MARC, etc.).

4.2.2.2. Flight planning and work areas for aircrews.

4.2.2.3. Telephone communication for the stage management staff. The telephone systems should be capable of contacting all host base agencies and have DSN capability for communi-

cation with the TACC and other stage locations. Secure voice and modem/data transmission and data fax capabilities will likely be required, and if not available in an existing C2 organization are available in the 7E1AN (Mobile C2 Aircrew Stage Control) UTC if deployed.

4.2.2.4. Other communication support (SATCOM, C2IPS, etc.) for transmission of reports and secure communication if required must be provided by the host base or deployed structure. Coordination must take place prior to deployment.

4.2.2.5. Billeting for the stage staff, aircrews/AE crews and CCATTS. The senior stage manager should attempt to procure the most suitable crew rest facilities available. Quarters should be of sufficient quality to provide adequate rest and security for all personnel. Field conditions may be the best available. Use common sense and remember crew response time can become a problem if quarters are too far away from the base. Extensive coordination with local military and civilian agencies may be necessary. Higher Headquarters directives must be considered when arranging billeting.

4.2.2.6. 24-hour meal capability and in-flight meal facility.

4.2.2.7. Aircrew and stage staff transportation.

4.2.2.7.1. Consider the expected airflow to determine number of vehicles and drivers required.

4.2.2.7.2. Contact local transportation agency to determine their ability to support the proposed airflow.

4.2.2.7.3. If necessary, contact the local contracting agency for hire of commercial transportation.

4.2.2.8. 24-hour weather briefing facility or means for aircrew to receive current weather briefings. Normally via Internet, fax or telecon with the nearest DoD weather facility, and if necessary, the TACC.

4.2.2.9. Weapons/classified storage facility. Contact local security agencies for storage (SF, MPs, etc.).

4.2.2.10. Survival, Field, Chemical, and Crew Bag storage

4.2.2.11. Medical Equipment storage

4.2.2.12. Secure narcotic storage capability (Contact local MTF for support)

4.2.2.13. A means of requesting/receiving computer flight plans (ACFP) and, where necessary, establishing procedures for pre-filing flight plans for aircrews when filing requirements would interfere with normal crew rest. Stage managers must establish ACFP accounts prior to deployment. Contact the TACC ACFP help desk at DSN 576-1241/3 or visit their website: <http://acfp.scott.af.mil> to establish accounts.

4.2.3. Each stage location will be assigned a host wing responsible for ensuring availability of deployment kits consisting of flight planning/briefing materials to include:

4.2.3.1. Area terrain charts (DOD, Jeppesen, Host Country's, etc., whichever is most current).

4.2.3.2. Departure procedures and 50:1 obstruction clearance data.

4.2.3.3. Airfield diagrams

- 4.2.3.4. Taxi routes
- 4.2.3.5. Parking plan and INS coordinates of parking spots
- 4.2.3.6. Any obstacles or weight bearing capacity limitations that might affect taxi operations
- 4.2.3.7. En route/JNC charts for the expected flying area
- 4.2.3.8. Appropriate FLIP Publications
- 4.2.3.9. Fuel planning publications and forms
- 4.2.3.10. Administrative materials, such as pens, pencils, paper markers computer paper, envelopes, etc.
- 4.2.3.11. Mission cuts, station workloads, Air Tasking Orders (ATO), and special instructions (SPINS) as applicable. Access to ATO and SPINS may require access to SIPRNET.
- 4.2.3.12. Applicable airfield surveys, Airfield Suitability and Restrictions Report (ASRR) and Giant Reports
- 4.2.4. A fund cite or Military Interdepartmental Purchase Request (MIPR) to purchase rooms and transportation.
 - 4.2.4.1. Consider taking contracting and finance individuals, dependent primarily upon scope, size, and location of the stage operation.
- 4.3. Stage Operation:
 - 4.3.1. The duty stage manager performs most of the daily stage operation tasks. These tasks include, but are not limited to: documenting aircrew information, directing aircrews to classified and weapons storage locations, notifying transportation for pickup and drop-off, alerting crews for specific missions, rendering other aircrew ground support services when capable.
 - 4.3.2. The following is a listing of the duties commonly performed by the duty stage manager:
 - 4.3.2.1. Ensure the TACC flight planners are aware of particular requirements for the transmission of the flight plans, to include your message address. Establish ACFP accounts and access to ACFP system.
 - 4.3.2.2. Establish Legal for Alert (LFA) times in accordance with applicable MDS series directives, OPORD, or current command directives.
 - 4.3.2.3. Arrange transportation for the aircrews/AE Crews and CCATTS.
 - 4.3.2.4. Ensure aircrews/AE Crews and CCATTS are briefed IAW AMCI 11-208. These tasks are normally provided by the AMC C2 organization placed at a location to manage the mission flow.
 - 4.3.2.5. Procedures for arriving aircrews:
 - 4.3.2.5.1. Prior to arrival attempt to get estimated block time, crew composition, qualification, and mission number. Block time and mission number are normally passed to the AMCC or TALCE by the inbound aircrew however, OPSEC must be considered. Crew composition and qualification is published on the flight orders and should be available from the previous station's AMCC or TALCE or the aircrew's home station.

4.3.2.5.2. Plan a LFA time based on outbound mission requirements. Incorporate applicable MDS series directives or higher headquarters (HHQ) policies to determine LFAs.

4.3.2.5.3. When aircrews arrive at the stage:

4.3.2.5.3.1. Complete crew in-processing checklist ([Attachment 4](#)).

4.3.2.5.3.2. Establish actual LFA and alert window.

4.3.2.5.3.3. If known, brief crew on expected outbound mission or alert requirement.

4.3.2.5.3.4. Brief crew on local procedures such as: threat scenario, transportation, meal availability, local customs, weapons storage, classified storage, billeting, etc.

4.3.2.5.3.5. Develop and disseminate a local brochure/handout to all arriving aircrews.

4.3.2.5.3.6. Collect 30/60/90 day flying times as required, and limiting factors that may effect mission assignment, such as pending leaves, SRTs, etc. Specifically, acquire the limiting 30/60/90 factors for each crew as they enter crew rest. This data is vital to HHQ and is used in forecasting total force availability and possible flying time waivers.

4.3.2.5.3.7. Remind aircrews/AE Crews and CCATTS to keep the duty stage manager (provide phone number) informed of events or changes that may impact the aircrew's ability to fly missions.

4.3.2.5.3.8. Share any pertinent information with aircrews/AE Crews and CCATTS, especially during periods when the mission flow is less than your stage location is designed to accommodate. The aircrews will understand if informed; otherwise, they will become concerned that you are mismanaging them. Above all, be courteous. Ask them what they want/need to do and try to fill their requests. If you can't, explain why. Always remember, you are there to support aircrews/AE Crews and CCATTS.

5. Operating Location Stage Management Techniques:

5.1. Stage Posture:

5.1.1. An important concern of the Stage Manager is the "stage posture." Prior to reporting for duty, the Stage Manager should be completely familiar with applicable MDS series directives regarding crew rest, alerting, deadheading, flight duty period and crew duty day. It is also essential that the stage manager fully understand the TACC's concept of operations and run the local stage management to support the TACC's planned flow.

5.1.2. Stage Posture Factors:

5.1.2.1. Crew Rest Policy. This is usually established by the MDS series directives, but may be modified by higher headquarters. The Duty Stage Manager must be aware of the current policy on pre-departure, post-mission, and en route crew rest. There may be several different crew rest policies based on length of crew duty day, number of consecutive flying days, flight status, etc.

5.1.2.2. Bravo policy. This can range from blanket Bravo for all crews to only one or two crews on alert status, or no crews on Bravo. The duration of the Bravo window (how long the crew is on the hook) is also a potential variable. The Bravo policy is IAW MDS series direc-

tives or as modified by higher headquarters directives. How long a crew is to stay in Bravo must be determined and factored into your stage "formula." Wherever possible, locations are encouraged to issue beepers to crews on Bravo alert if beeper facilities are available. Request Bravo policy modifications from TACC if they will result in a more efficient operation of the stage. Bravo is intended to provide management flexibility for unscheduled requirements. It is not intended to replace sound stage crew management.

5.1.2.3. Alert window. The alert window is normally 6 hours after the established LFA time, and can be extended by the aircraft commander if circumstances warrant (see applicable MDS series directives). While this provides for more aircrew availability giving the stage manager greater flexibility, impact on chronic crew fatigue must be considered.

5.1.2.4. Directional Policy. Stages can be directional or bi-directional.

5.1.2.4.1. A directional stage is one in which the stage aircrews flow in only one direction; e.g., eastbound.

5.1.2.4.2. A bi-directional stage is more complex and requires added management attention. Ideally crews should be assigned missions resulting in a continuous round-trip from home station to APOD (Aerial Port of Debarkation) and back to home station. Various factors (diverts, in-system selects, etc.), however, can impact the stage manager's planned schedule resulting in crews returning home early or being trapped in the stage. The stage manager should strive to balance the accrual of flying hours this causes by using selective scheduling techniques such as requesting replacement crews or deadheading existing crews to correct imbalances. SRTs will normally establish each aircrew's availability for additional missions.

5.1.2.4.3. It is also very important to match qualified aircrews to the leg they are intended to fly. For example, due to long flight distances involved, flying west out of a bi-directional stage may require augmented air refueling-qualified aircrews; inversely, flying east may need only basic air-land qualified aircrews. Scheduling aircrews on the wrong leg will result in operational problems and deplete the stage of qualified aircrews required for specific legs in the airflow.

5.1.2.4.4. Mechanical stages may be established by a C2 agency where no crews are staged. The stage is created when a mission is delayed or aborted, and the crew enters crew rest. Mechanically staged crews become first out in the same direction when legal for alert. An inbound crew may be bumped from the mission even though they have sufficient duty time remaining to complete that mission. ARC crews flying unit-equipped aircraft should not normally be mechanically staged.

5.1.2.5. Aircraft Interfly Policy. Aircraft interfly refers to aircrews flying aircraft from other wings, commands, or components. This is a common practice with inter-theater, but not intra-theater airlift missions. Aircraft interfly policy will be established by HHQ as directed by MDS series directives.

5.1.2.6. Crewmember Interfly Policy. Circumstances such as DNIF, family emergencies, flying time limits, need to augment, etc., may suggest a need to mix crewmembers from different units in order to form a crew. This will require coordination through higher headquarters and the home units approval due to operational risk management (ORM) considerations. Standing policies regarding interfly (mix and match) of certain crew positions may be in effect, and the

stage manager should be familiar with them. You will need to obtain considerable information about the crewmembers affected and extensive communication/coordination between the respective crews will be required.

5.1.2.7. Crew cycle time. Crew cycle time is the time it takes the crew to complete one mission cycle, crew rest, and be available to take a follow-on mission. An increased crew cycle time will increase the number of crews required to run the stage.

5.1.2.8. Crew Duty Day/Flight Duty Period Policy. Deviations from MDS series directives, as they pertain to crew duty day or flight duty period limitations, may require the aircraft commander's concurrence and a waiver from HHQ. Be sure applicable waiver messages are available and expect the crews to question them. Also, obtain any applicable portions of the OPORD or CONOPS messages if they have been published.

5.1.2.9. Aircraft/Crew Deposition Policy. Ideally, the policy would allow you to match both positioning aircraft and crews to their home stations. However, you may have a requirement that directs you to send the aircraft to its home station regardless of crew, or vice versa. From the standpoint of the overall airlift system, it is most advantageous to match the aircraft to the crew. You must determine the flexibility you have in order to accomplish this, i.e., can you delay missions, adjust alert windows, etc. Coordinate with command post/maintenance to match aircraft with crews. Always ensure proper coordination with TACC.

5.1.3. Stage Posture Analysis:

5.1.3.1. Higher headquarters must be appraised of your stage posture, including your actual crew/pool numbers compared to your authorized seed numbers. An example of a stage posture might be:

- 20 basic aircrews for initial stage setup
- 30-member first pilot pool
- bi-directional stage
- two Bravos with 12-hour rotation/window
- normal 6-hour alert window
- basic crew day (waived to 20 hours)
- total interfly
- send deposition aircraft to home station (match crew when possible)
- total monthly and quarterly flying time waivers

5.1.3.2. The actual number of crews at your station will fluctuate above and below the initial stage requirement. For example, with an initial stage of 20 crews, if an aircraft comes in and breaks for an extended period with no replacement aircraft available, then the crew that would have normally been alerted to fly this aircraft becomes an overage for your stage. When you report this to TACC, provide a full explanation to avoid the perception there are too many crews at your location, when, in fact, the correct number of crews is available. Conversely, should a mission divert prior to arrival at your station and subsequently be forced to crew rest at the divert location, your reports would indicate a shortage of one crew, while your remarks would explain that the correct number of aircrews is available. There are many reasons why

your actual numbers may differ from your authorized numbers. You must report the actual number of crews and explain the differences. If you find your actual number of crews is higher or lower than required to complete mission requirements, take immediate steps to correct this situation. Submit accurate reports, as they will help justify proper addition or draw down of stage crews.

5.2. Crewmember Pools:

5.2.1. One valuable tool that has been used in the past is pilot/loadmaster pools. This technique has been used to prevent aircrew members from accumulating flying time on non-critical legs. Loadmaster pools have been used to prevent flying two loadmasters on all legs of each mission. This allows the loadmaster to be added to the crew at pre-planned locations or used to assist loading, etc. Pilot pools can be used to augment a basic crew only on required legs and prevents augmentation on legs that only require a basic crew compliment. Generally, a stage is self-regulating with departing crews being replaced by arriving crews. Pools, however, may shrink or swell depending on the need for pool members. A pool location is usually bi-directional with all aircraft using a pool member returning to the same pool location. If pool members did not return, the pool would "evaporate."

5.2.2. The TACC Senior Stage Manager will use pool member cycle time to determine pool size. The cycle time starts at alert, and ends at next alert. It consists of the time from alert to scheduled takeoff, time to go down range and back (including ground times) plus the amount of crew rest that is planned before the follow-on alert (see [Table 1.](#)). Next, determine the maximum number of missions the pool is to support per day. In our example, we will use 24 missions per day, which equates to a one mission per hour launch rate. When it takes 42+00 hours to cycle the first pool member (from alert to alert), and you must launch one per hour, then 41 additional pool members are needed to support the flow until the first pool members are again available. So, 42 total pool member (pilots, loadmasters, etc.) are required to support a one per hour launch rate with a 42-hour cycle. With a three per hour launch rate we would require 3 each hour x 42 hour cycle time = 126 pool members. As with the seed crew computations, round up all fractions.

Table 1. Pool Member Cycle Time Example.

Alert to takeoff	3+15
Fly time down range	8+15
Ground time	2+15
Fly back to pool	8+15
Crew rest	<u>20+00</u>
Equals	42+00 hours cycle time

5.3. Managing the Stage:

5.3.1. Again, it must be emphasized that the following guidelines and techniques will be very helpful, but skill will make or break the stage. Each stage manager must pay attention to detail and stay ahead of the game. Once you fall behind, it is very difficult to catch up.

5.3.1.1. Analyze mission requirements (GDSS/C2IPS station workload), the needs of the aircrews, and current policies, when establishing a legal for alert time or alert posture. Also, analyze the station workload for the next 24-48 hours to establish the sequence in which you will

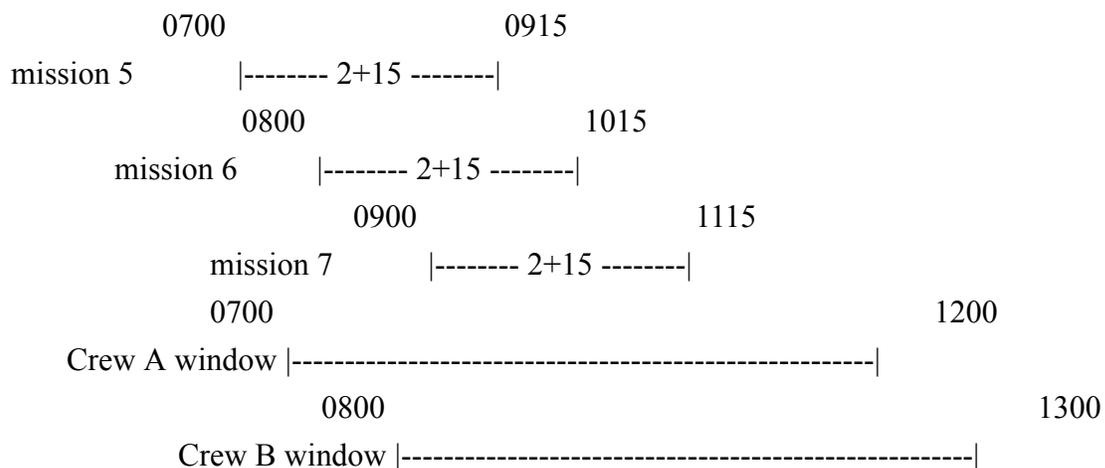
alert the crews you have. If you find yourself in a pre-planned stable flow situation, like a JCS exercise, the aircraft flow schedule will determine when to set your crews' LFA times. During unstable flows, it is more difficult to establish LFA times.

5.3.1.2. To aid you in this process, one of the easiest and most valuable tools available is the rainbow chart (See **Table 2.**). The rainbow chart will draw a picture of what your flow looks like and what your crew availability looks like in comparison. If used properly, it will visually and graphically help you catch mistakes that merely putting numbers on a note would not.

5.3.1.3. When setting up an aircrew for a mission, there are a couple of techniques that will assist you. First, always attempt to have more than one crew LFA for every mission provided the flow supports such a posture. For example, crew A is primary for mission 6 and back-up for mission 5; crew B is primary for mission 7 and back-up for mission 6. To accomplish this, you may not want to set a crew's LFA time so as to cover only its primary mission. In the above example, crew B was set LFA one hour prior to expected alert in order to back up mission number 6. This technique is especially helpful on de-positioners to match home station aircraft and crews. This technique, as with others, may require you to give some crews that land at about the same time different crew rest periods.

5.3.1.4. Overlapping alert windows is an efficient way to set up any stage, given reasonably reliable flow information. You may, however, not have reliable flow information because of unstable flow and short notice taskings. Without accurate information, you will find that you must match crews to the missions you think are reliable and then schedule an even spread of crews throughout the day, with as many LFA at all times as possible. This may result in deviations to your first in, first out strategy, which is described below. Consider use of Bravo Crews to cover "holes" or dampen the cycles of unstable mission flow however, Bravo should be used judiciously to prevent crew burnout and unsuitable sleep-wake cycles.

Table 2. Rainbow Chart.



5.3.1.5. First in, first out. The first in first out crew management rule is a good one that is fair as well as logical. However, if you see the need to "jump" one crew in front of another, do so, but be prepared to justify your actions to the crews. For example, your next C-141 mission has 140 passengers on board and the first crew in line has only one loadmaster, while your second crew has two loadmasters. Assign the second crew to the mission to avoid asking for a waiver to use the first crew. Another example: you may want to jump a crew to match a de-positioning

home station aircrew and aircraft. You won't get much grief from the crews on this one. Always remember, your priorities are 1) mission; 2) aircraft; 3) aircrews. Depending upon current higher headquarters policy, strict adherence to first in first out may be modified in certain ways. Some of these may include:

5.3.1.5.1. Maintaining aircrew directional flow

5.3.1.5.2. Crew SRTs

5.3.1.5.3. Special mission requirements (A/R, Augmented Day, Etc.)

5.3.1.5.4. Reserve/Guard crews

5.3.1.5.5. Coordinating variable alert windows with the Aircraft Commanders

5.3.1.5.6. **As a general rule, alert crews in the following sequence:**

5.3.1.5.6.1. Crews requiring an emergency return to home station.

5.3.1.5.6.2. By the crew's SRT. Returning stage crews should be prioritized by their SRTs.

5.3.1.5.6.3. Crews in sequence of arrival time (first in, first out).

5.4. Air Refueling Coordination. The DSM may be responsible for coordinating changes in maintenance status, itinerary, timing and special requirements of either tankers or receivers who are generated from the stage. Ensure you identify phone numbers or frequencies required to accomplish this coordination in advance.

5.5. Pre-flight crews. Consideration should be given to using available crewmembers, or a crew that is alerted and is beyond their launch window due to maintenance delay, as a pre-flight resource to avoid premature alerting of another crew. Pay particular attention to command operating restrictions in specific MDS series directives prior to exercising this option. This option may also be impractical at stages staffed with a minimum number of stage crews and an unpredictable flow.

6. Reports:

6.1. Stage reporting procedures are used to consolidate data at higher headquarters for use in decision-making. The number and nature of reports may vary somewhat depending on the situation. The two basic reports are the daily stage report and the 30-60-90 day flying time report. These may be combined at the operating stage level ([Attachment 6](#)).

6.1.1. The daily stage report is used to get a general idea of the number of crews available at a certain time at a given location. This is used to monitor the crew availability vs. mission tasking to make sure that a given location can handle its tasking. It is also a tool to be used when deciding to increase, downsize, or eliminate a stage. Be sure to have the TACC Senior Stage Manager brief you thoroughly on what to report in the various categories before deploying. Various categories in the past have included crews on station, DNIF, crews with no mission assigned, etc. The TACC senior stage manager will explain how to count each category for the computation of the number of crews available in your stage. Remember, if you are counting crews for your report and there are two aircraft taxiing in at that time, don't double count. Keep the outbound crews on your report until the inbound crews have checked into your stage. Should an aircraft break and a crew goes back into crew rest, cover that in your next report if the aircraft is not fixed and gone.

6.1.2. The 30-60-90 day flying time report is an accumulation of data on the flying hours performed by crew position. It is used as a forecasting tool by higher headquarters to predict future airlift capability based on crew limitations. It is also used to forecast the need for potential flying time waivers. From the operational stage manager's viewpoint, the data may be incorporated into the daily stage report. When briefing an arriving crew, be sure to obtain the accumulated 30 day, 60 day, and 90 day flying time of the most restrictive crew member before releasing the crew into crew rest.

6.1.3. Remarks. Don't hesitate to recommend an increase or decrease to your stage size. You are the expert on what's happening at your stage, and what your requirements are. If there is no forecast for an increase or decrease in your mission flow, the extra crews you have in your stage may be better utilized elsewhere. Conversely, if you are always waiting for a crew to become legal, you are probably spending too much time crisis managing and not enough time stage managing. There is a fine line between optimum stage size and excess/shortage of critical crew resources.

ROGER A. BRADY, Maj Gen, USAF
Director of Operations

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

Terms

Air Mobility Control Center (AMCC)—The en route command and control agency (normally OCONUS) through which AMC manages and directs ground support activities and controls all aircraft and aircrews operating AMC inter-theater missions at en route locations.

Air Mobility Control Unit (AMCU)—In-Garrison Unit from which TALCEs are deployed.

Air Mobility Element (AME)—An AMC-provided inter-theater air mobility C2 element responsible to AMC TACC. The AME provides the forward-present element necessary to extend AMC TACC as necessary to monitor and coordinate USTRANSCOM-assigned inter-theater air mobility operations supporting a theater or AOR. As the focal point for inter-theater airlift operations, the AME works closely with the Airlift Coordination Cell (ALCC) to interface inter-theater airlift operations with intra-theater airlift operations. Also, the AME monitors and coordinates, for AMC TACC, the AMC forward-deployed forces (TTF, TALCE, MST, etc.), that support a theater commander but remain under AMC control. The AME, when possible, typically collocates with the AOC(if formed), and provides inter-theater airlift and air refueling operations expertise and advice to the DIRMOBFOR. The AME remains under the operational control (OPCON) of AMC/CC through the TACC/CC.

Air Mobility Operations Squadron (AMOS)—Provides cadre personnel to deploy worldwide to establish an AME, Tanker Cell, and an Aerial Port Control Cell (APCC) when requested.

Air Operations Center (AOC)—The principle air operations installation (land or ship based) from which all aircraft and air warning function of tactical air operations are controlled.

Command and Control Information Processing System (C2IPS)—A single, integrated computer system to providing information exchange between AMC and TACC functional areas to support AMC's concept of centralized control and decentralized execution of tanker/airlift operations.

Critical Care Air Transport Team (CCATTS)—They enhance the AES in transferring critically ill patients who require continuous stabilization and advanced care during air transport to the next level of care. The teams provide in-flight critical care expertise and equipment support that does not diminish from the originating sending facilities capabilities. Once deployed, CCAT teams are an AE asset and are under full OPCON of the AE command element to which they are attached/assigned.

Expeditionary Air Mobility Squadron (EAMS)—Provides a deployed cross-functional core of operations and operations support capabilities. Capabilities include: command and control, aerial port passenger and cargo processing, aircraft servicing, and aircraft maintenance. Provides a capability to support AMC's Global Reach Laydown strategy.

Global Decision Support System (GDSS)—A globally distributed, replicated, and survivable command and control information system. It provides the HQ AMC staff accurate, near real-time data required for making decisions concerning the deployment and employment of AMC resources. GDSS interfaces with C2IPS, ADANS, WWMCCS, and other computer systems.

Legal for Alert (LFA)—All aspects of an upcoming mission, i.e. aircraft, receiver, cargo, weather, etc., are or will be ready for a scheduled launch and the crew is notified. Different aircraft types require different crew alerting times.

Maximum on Ground (MOG)—There are two types of MOG, Parking and Working. Parking MOG identifies the number of aircraft that can be safely parked in designated operations area. Working MOG refers to number of aircraft that can be handled (onload, offload, refuel), by the deployed personnel and equipment. These figures can be divided between wide body and narrow body.

Tanker Airlift Control Center (TACC)—The AMC direct reporting unit responsible for tasking and controlling operational missions for all activities involving forces supporting USTRANSCOM's global air mobility mission.

Tanker Airlift Control Element (TALCE)—A provisional, deployed AMC organization established at fixed, en route, and deployed locations where AMC operational support is non-existent or insufficient. AMCI 10-202, Vol. 4 describes TALCE operations. A TALCE provides continuing on-site management of AMC airfield operations including C2, communications, aerial port, maintenance, security, services, weather, finance, contracting, and intelligence--the critical elements needed to ensure a safe and highly efficient air base for all tanker and airlift operations. The TALCE is composed of mission support elements from various units and deploys in support of SAAM, JA/ATT, tanker support, and contingency and emergency relief missions on both planned and "no notice" basis.

Wing Operations Center (WOC)—A deployed C-130 or tanker unit command and control function. Provides operational command and control and other required functions at C-130 or tanker beddown locations.

Attachment 2**STAGE MANAGER'S TRIP KIT**

A2.1. Before departing home station for stage management duties, ensure the following items are available at stage location and dedicated to stage management or bring them with you. If you have problems obtaining equipment items contact TACC/XOP.

NOMENCLATURE	NSN
Nesting Box, Copy Machine	Reference 7E1AN
Copy Machine	UTC LOGDET
Pubs Case,	for National Stock
Laptop Computer	Numbers
Portable Printer	
Facsimile, Secure	
(Use of 3-in-1 Fax, Printer, Copier approved for non-secure requirements)	
Nesting, Office Supplies	
STE	
FAX Paper	
Bond Paper	
Computer Paper	
Miscellaneous Office Supplies	
11-2XX MDS series directives applicable to the weapon systems with which you will be working.	
AMCI 10-202, volumes 1 through 4).	
AMCPAM 10-210	

Attachment 3

STAGE MANAGER'S SETUP CHECKLIST

NOTE: THIS CHECKLIST IS DESIGNED FOR STAGE LOCATIONS WITHOUT ANY AMC COMMAND AND CONTROL IN PLACE.

NOTE: DETERMINE ANY AMC SUPPORT (COMMAND AND CONTROL) THAT IS AVAILABLE AT YOUR STAGE LOCATION. COORDINATE WITH THE SENIOR AMC REPRESENTATIVE AND ENSURE THAT ALL APPLICABLE ITEMS OF THIS CHECKLIST ARE ACCOMPLISHED.

INITIAL ACTIONS UPON ARRIVAL AT STATION

POC/PHONE NUMBER

1. ARRIVAL AT STAGE LOCATION

A) PROCURE STAGE MANAGEMENT/CREW BILLETING _____

LOCATION _____

B) PROCURE STAGE MANAGEMENT/CREW TRANSPORTATION _____

INITIAL SETUP

POC/PHONE NUMBER

1. SETUP

A) PROCURE STAGE MANAGEMENT WORKING FACILITY _____

B) PROCURE COMMUNICATIONS ASSETS _____

(1) DSN LINE _____

(2) COMMERCIAL LINE _____

(3) STU III LINE _____

(4) FAX _____

(5) COMMERCIAL TO BILLETS IF NECESSARY _____

(6) MODEM AND CAPABLE LINE IF ABLE _____

(7) GDSS/IPS TERMINAL OR ACCESS _____

(8) HAVE/DOD DAMA _____

(9) SIPRNET ACCESS FOR ATO, SPINS, etc _____

C) ENSURE TACC HAS ALL TELEPHONE NUMBERS,
AUTODIN/DMS ADDRESS, ROUTING IDENTIFIERS, ETC _____

D) STAGE MANAGEMENT COMPUTER

(1) LAP OR DESKTOP COMPUTER _____

(2) DISKS IF NECESSARY _____

(3) PRINTER _____

(4) NETWORK CONNECTIONS _____

E) MEDICAL EQUIPMENT STORAGE _____

F) NARCOTIC STORAGE _____

G) CREW TRANSPORTATION POC/PHONE NUMBER

(1) ALERTING CONTACT OR DISPATCHER _____

(2) ARRIVING CREW ROUTING
(SEQUENCE MAY VARY)

LOCATION	STOP #
STAGE MANAGER	_____
COMMAND POST	_____
SECURE STORAGE	_____
WEAPONS STORAGE	_____
MEDICAL EQUIPMENT STORAGE	_____
NARCOTIC STORAGE	_____
BILLETING	_____
MESSING FACILITY	_____
OTHER (_____)	_____
OTHER (_____)	_____
OTHER (_____)	_____

(3) DEPARTING CREW ROUTING
(SEQUENCE MAY VARY)

LOCATION:	STOP #
BILLETING	_____
MESSING FACILITY	_____

STAGE MANAGER _____

COMMAND POST _____

SECURE STORAGE _____

WEAPONS STORAGE _____

MEDICAL EQUIPMENT STORAGE _____

NARCOTIC STORAGE _____

OTHER (_____) _____

POC/PHONE NUMBER

H) MESSING FACILITIES

FACILITY/LOCATION

HOURS

INFLIGHT MEALS

I) CREW WORK AND FLIGHT PLANNING AREA

J) WEATHER BRIEFING FACILITY

K) COMPUTER FLIGHT PLAN ORDERING

L) COMPUTER FLIGHT PLAN RECEPTION

O) APPLICABLE AIRFIELD SURVEYS

__/__

POINTS OF CONTACT

POC/PHONE NUMBER

1. AGENCIES/FACILITIES

A) TACC STAGE MANAGER

B) TACC COMPUTER FLIGHT PLANNERS

C) TACC OPS CENTER DUTY OFFICER

D) AME OPS CENTER DUTY OFFICER

E) COMMAND POST DUTY OFFICER

F) TALCE

G) TRANSPORTATION

H) BILLETING

I) INFLIGHT MEALS

J) MEDICAL FACILITY

K) OTHER (_____)

L) OTHER (_____)

M) OTHER (_____)

N) OTHER (_____)

O) OTHER (_____)

Attachment 4

STAGE MANAGER'S OPERATIONS CHECKLIST

IN PROCESSING ARRIVING CREWS

- 1. AIRCRAFT COMMANDER OR _____
MEDICAL CREW DIRECTOR'S NAME

- 2. HOME BASE (ICAO)/UNIT(SQD)/WING _____/_____/_____

- 3. DATE LEFT HOME STATION (mm/dd/yy) _____/_____/_____

- 4. SCHEDULED RETURN TIME (SRT) (Julian Day/Time) _____/_____

- 5. TRIPS COMPLETED DOWNRANGE _____

- 6. DESIRED DIRECTION NEXT TRIP (E, W, N, S) _____

- 7. TAIL NUMBER/PARKING SPOT _____/_____

- 8. TYPE CREW (YES/NO)
 - A) BASIC _____/_____

 - B) AUGMENTED _____/_____

 - C) AIR REFUELING QUAL _____/_____

 - D) INSTRUCTOR _____/_____

 - E) EVALUATOR _____/_____

 - F) AEROMEDICAL _____/_____

9. CREWMEMBERS FLYING TIME

CREW POSITION/NAME	30 DAY	60 DAY	90 DAY
AC	_____	_____	_____
FP	_____	_____	_____
CP	_____	_____	_____
NAV	_____	_____	_____
NAV	_____	_____	_____
BO	_____	_____	_____
BO	_____	_____	_____
FE	_____	_____	_____
FE	_____	_____	_____
LM	_____	_____	_____
LM	_____	_____	_____
LM	_____	_____	_____
MCD	_____	_____	_____
FN	_____	_____	_____
AET	_____	_____	_____
AET	_____	_____	_____
AET	_____	_____	_____
OTHER	_____	_____	_____

(YES/NO)

10. CREW ORDERS (ATTACH COPY) ____/____

11. SET LEGAL FOR ALERT

(A) LEGAL TIME (Z) / DATE _____/_____

(B) BRIEF WINDOW SIZE (6 HR, 8 HR, ETC.) _____

(C) EXPECT ALERT AS AUGMENTED/BASIC _____

(D) SET FOR BRAVO (YES/NO) _____

1) DURATION OF BRAVO (12 HR 24 HR, ETC.) _____

(E) EXPECTED TRIP & DIRECTION _____

12. CREW LOCATION:

(A) AIRCRAFT COMMANDER _____

(B) NCOIC _____

NOTE: RETAIN INFORMATION CONTAINED IN ITEM 1 THROUGH 12 ALONG WITH THE FLIGHT ORDERS IN A HARD COPY FOLDER UNTIL THE CREW HAS DEPARTED YOUR STAGE LOCATION.

NOTE: APPLICABLE INFORMATION CONTAINED IN ITEM 1 THROUGH 12 SHOULD BE COLLECTED FOR POOL PILOTS AND POOL LOADMASTERS.

NOTE: A SEPARATE FORM INCORPORATING THE INFORMATION IN ITEMS 1 THROUGH 12 COULD BE PREPARED AND CARRIED IN THE MISSION TRIP KITS FOR THE AIRCREW/POOLERS TO HAVE PREPARED PRIOR TO ARRIVING AT THE STAGE MANAGERS DESK.

13. CREW BRIEFING

(A) CLASSIFIED TURN-IN LOCATION/PROCEDURES _____

(B) WEAPONS TURN-IN/PICK-UP LOCATION/PROCEDURES _____

(C) BILLETING LOCATION AND ARRANGEMENT _____

(D) TRANSPORTATION PROCEDURES _____

(E) MESSING FACILITIES _____

(F) INTELLIGENCE DEBRIEF _____

(G) CREW BAGGAGE STORAGE _____

(H) COPY OF CREW ORDERS _____
(FAX TO BILLETING IF ABLE)

(I) ITINERARY FOLLOWING ALERT _____
(WEAPONS, CLASSIFIED, MESSING, FILING, ETC.)

(J) STAGE POSTURE

(K) LEGAL FOR ALERT/ALERT WINDOW

(L) CREW POINTS OF CONTACT PHONE NUMBERS

1) STAGE MANAGER _____

2) COMMAND AND CONTROL AGENCY _____

3) TRANSPORTATION _____

(M) LOCAL AREA BRIEFING

1) OFF LIMITS AREAS _____

2) TERRORIST THREAT _____

3) LOCAL CUSTOMS _____

4) SPECIAL LOCAL RESTRICTIONS/REGULATIONS _____

14. BASE INFORMATION HANDOUT

(PROVIDE CREW WITH LOCALLY DEVELOPED HANDOUT INCLUDING INFORMATION NECESSARY FOR ALL LOCAL FACILITIES, TELEPHONE NUMBERS, ITEMS AND LOCATIONS OF INTEREST. ALSO INCLUDE ALERT PROCEDURES AND TIMES.)

ALERTING CREW SEQUENCE

NOTE: IF A COMMAND AND CONTROL OR TALCE FACILITY EXISTS, IT MAY PERFORM SOME OF THESE FUNCTIONS.

1 CHECK STATUS OF AIRCRAFT

(A) TAIL NUMBER _____

(B) MAINTENANCE (FMC or FIRM ETIC) _____

(C) PARKING SPOT _____

(D) LOAD TYPE & WEIGHT _____

(E) FUEL on BOARD _____

2 ALERT AIRCRAFT COMMANDER (DATE/TIME) _____

3 AIRCRAFT COMMANDERS DESIRED PICKUP TIME _____

4 ALERT POOL PILOT (if applicable) _____

5 ALERT POOL LOADMASTER (if applicable) _____

6 ALERT TRANSPORTATION (DATE/TIME) _____

7 IF APPLICABLE:

(A) ENSURE COMPUTER FLIGHT PLAN RECEIVED _____

(B) ENSURE DIPLOMATIC CLNC RECEIVED _____

(C) ENSURE INFLIGHT MEALS ORDERED _____

(D) ENSURE WEATHER BRIEFING _____

(E) ENSURE INTEL/TACTICS _____

OUT PROCESSING DEPARTING CREWS

NOTE: IF A COMMAND AND CONTROL OR TALCE FACILITY EXISTS, IT MAY PERFORM SOME OF THESE FUNCTIONS.

1 CREW BRIEFING:

(A) MISSION NUMBER/CALL SIGN/ _____

(B) TAIL NUMBER & PARKING SPOT _____

(C) AIRCRAFT STATUS (FMC/ETIC) _____

(D) LOAD/PAX STATUS (WEIGHT/NUMBER) _____

(E) COMPUTER FLIGHT PLAN ISSUED _____

(F) TAXI RESTRICTIONS/HAZARDS _____

(G) LOCAL DEPARTURE PROCEDURES _____

(H) VIP INFORMATION _____

(I) DEADHEAD CREW, ACM, ETC., INFORMATION _____

(J) VIP INFORMATION _____

2 ENSURE THE FOLLOWING IS ACCOMPLISHED IF APPLICABLE:

(A) INTEL BRIEF _____

(B) TACTICS (SPINS, ETC.) _____

(C) WEATHER BRIEF _____

(D) WEAPONS ISSUE

(E) CLASSIFIED ISSUED

(F) FLIGHT PLAN FILED

(G) INFLIGHT MEALS ORDERED

(H) FINAL FUEL LOAD REQUESTED

(I) AIR REFUELING UPDATE

3 UPDATE STAGE MANAGEMENT CREW DATA BASE:
(AFTER CREW DEPARTS LOCATION ENSURE THE C2
SYSTEM REFLECTS THE DEPARTURE OF THE CREW)

* _____

*CAUTION: FAILURE TO UPDATE THE COMPUTER DATA BASE WILL LEAD TO ERRONEOUS PRESENTATIONS AND PRODUCE INCORRECT CALCULATIONS FOR REPORTING AND MANAGING.

Attachment 5

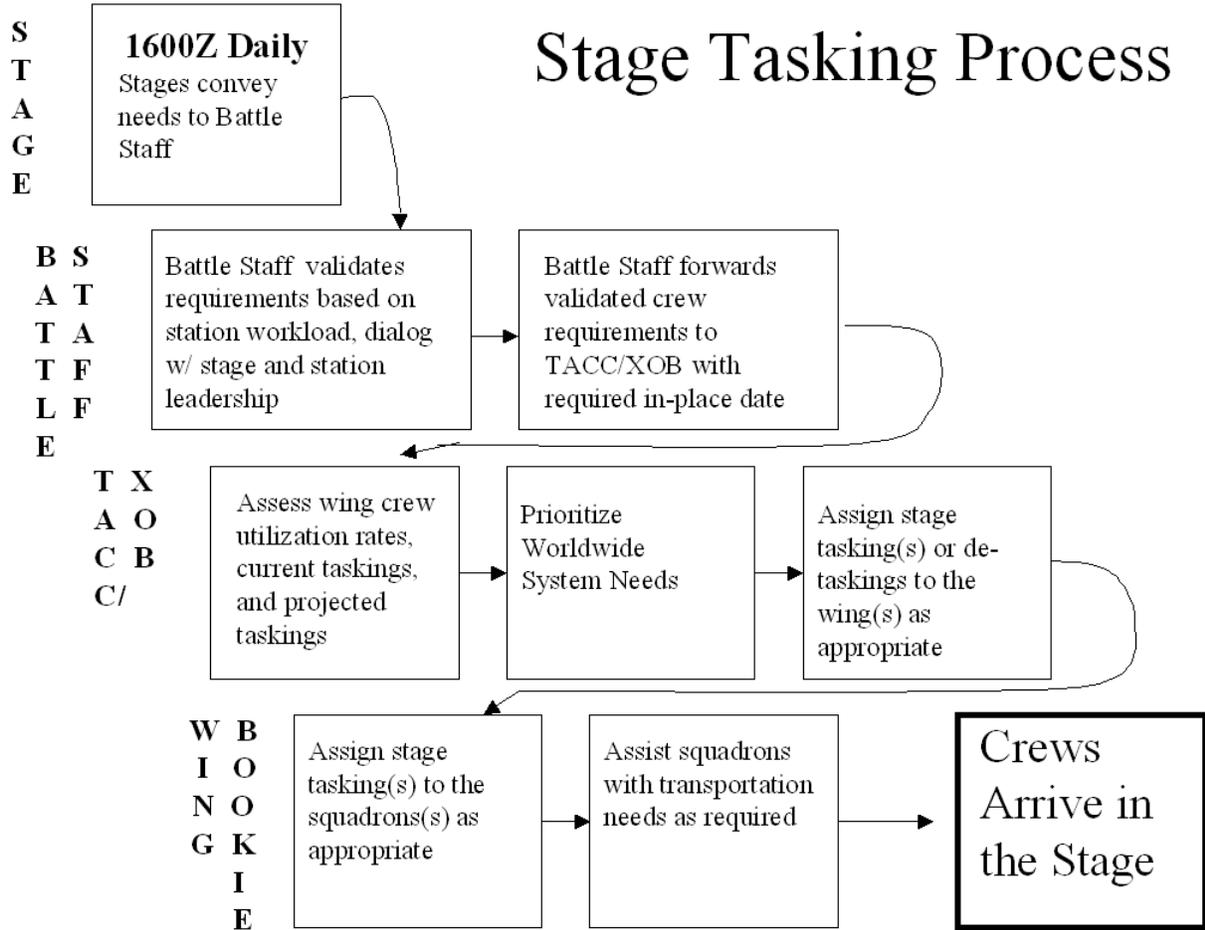
DAILY STAGE REPORT

STATION NAME: _____ REPORT AS OF _____ / _____ Z	
(JULIAN DATE/Z-TIME)	
THIS REPORT IS EXEMPT FROM RCS CONTROLS PER AFI 37-124, PARAGRAPH 2.11.10	
CREW INFORMATION	
CREWS IN CREW REST	_____
CREWS NOT SET LEGAL FOR ALERT	+ _____
AIRCRAFT WITH NO CREW ASSIGNED	- _____
TOTAL STAGE CREWS ON STATION	= _____
DNIF CREWS	_____
BROKEN UP CREWS	+ _____
BURNT OUT (FLYING TIME)	+ _____
TOTAL CREWS UNUSABLE	= _____
TOTAL STAGE CREWS ON STATION—TOTAL UNUSABLE CREWS	
_____ - _____ =	
USABLE STAGE CREWS ON STATION: _____	
(compare with authorized seed)	
CREWS ON STATION OVER 24 HOURS _____	

AVERAGE TIMES ON STATION							
C141 CREWS _____ (HRS)				C130 CREWS _____ (HRS)			
C5 CREWS _____ (HRS)				KC10 CREWS _____ (HRS)			
KC135 CREWS _____ (HRS)							
PILOT POOL INFORMATION							
POOL PILOTS IN CREW REST							_____
POOL PILOTS NOT SET LEGAL FOR ALERT							+ _____
POOL PILOTS ON DOWN RANGE MISSION (RETURNING TO STATION)							+ _____
POOL PILOTS ON DOWN RANGE MISSION (NOT RETURNING TO STN)							- _____
TOTAL POOL PILOTS FOR STATION							= _____
DNIF POOL PILOTS							_____
BURNT OUT POOL PILOTS (FLYING TIME)							+ _____
TOTAL UNUSABLE POOL PILOTS							_____
TOTAL POOL PILOTS FOR STATION - TOTAL UNUSABLE POOLERS							_____
_____ - _____							
TOTAL USABLE POOL PILOTS (compare with authorized seed)							= _____

Attachment 6

STAGE TASKING PROCESS



NOTE: Stage Tasking Process does not apply to deployed squadron operations such as an Expeditionary Airlift Squadron (EAS) and an Expeditionary Air Refueling Squadron (EARS).