

**BY ORDER OF THE INSTALLATION
COMMANDER**

**AIR FORCE INSTRUCTION
11-2C-17 VOLUME 3**



**CHARLESTON AIR FORCE BASE
Supplement 1**

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Flying Operations

C-17 OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This supplement implements local procedures as directed by AFI 11-2C-17, Vol 3, Ch 10, dated 1 December 1999. A Page Change to AFI 11-2C-17V3, dated 5 May 2001, which adds additional reference material, must also be reviewed when reading this supplement, both publications are available on the E-Publishing web site. These procedures apply to all aircrew members assigned or attached to units of the 437th Airlift Wing (AW) and 315 AW (AFRC). Wing offices referenced in this document refer to those of the 437 AW.

SUMMARY OF REVISIONS

This supplement has been completely revised and must be reviewed in its entirety.

The launch Sequence of Events (SOE) has been moved to the Wing Operations Plan (WOP).

Chapter 10

LOCAL OPERATING PROCEDURES

Section 10A–All Missions (Added)

10.1. “1 on X” Aerial Refueling.

10.1.1. (Added) C-17 crews are authorized to conduct air refueling with tanker formations.

10.1.2. (Added) Procedures.

10.1.2.1. (Added) Initial Closure. Maintain 1000’ below the lead tanker, maneuver laterally to a position 1 NM in trail of the tanker delivering the first offload. (Normally the highest tanker is briefed to deliver the first offload.) Close and refuel IAW TO 1-1C-1-35.

10.1.2.2. (Added) Maneuvering Between Tankers. After receiving the scheduled onload, descend in trail 1000’ below the current tanker. Once established vertically, move laterally to an in trail position behind the next tanker. Close and refuel IAW TO 1-1C-1-35.

10.1.2.3. (Added) Heading Changes Greater Than 45 Degrees. For heading changes greater than 45 degrees, the receiver must be in contact/precontact with the lead tanker, or be 1000’ below and 2 NM in trail of the lead tanker.

10.2. (Added) Aircraft Generation.

10.2.1. (Added) Preflight. These procedures apply to primary aircraft as well as spare aircraft generated for alpha/bravo alerts. A maintenance dash-6 and aircrew dash-1 preflight must be completed. After completing the preflight, the aircraft commander will notify command and control who will notify the controlling agency (i.e. Tanker Airlift Control Center). The aircraft will remain in a sealed posture and be referred to as "cocked on alert." Documentation of when the aircraft was cocked on alert must be placed in the forms. The aircrew preflight portion remains valid if performed by one crew, cocked on alert, and launched by another crew. Flight manual requirements may direct accomplishment of a few through flight/bolded checklist items prior to departure, but should not impact the launch sequence.

10.2.2. (Added) Uncocking an aircraft. Uncocking a generated aircraft is not a standard procedure, but may be accomplished on a case-by-case basis. The aircraft commander or a designated aircrew representative must be present if access to the aircraft is required. Aircraft status must be monitored continuously to ensure the aircraft remains launch capable. The aircrew, command and control, and the controlling agency must work together and be kept informed when uncocking and re-cocking generated aircraft. The aircraft commander should be present when re-cocking the aircraft back on alert to ensure the aircraft forms are properly documented and to provide crews an understanding of what items received attention during the uncocking process

10.3. (Added) Aircrew Fuel Servicing Procedures.

10.3.1. (Added) Aircrews will review and be familiar with TO 00-25-172, Ground Servicing of Aircraft and Static Grounding/Bonding, prior to conducting fuel servicing without a crew chief or qualified maintenance personnel. A copy is contained in the aircrew trip kit for reference.

10.3.2. (Added) Aircrews will not attempt to refuel without direct step-by-step reference to TO 1C-17A-2-12JG-28-1, Servicing Fuel Job Guide, located in the aircraft TO box.

10.3.3. (Added) Do not start the APU. If used during refueling, the APU must already be started and running in a stable condition prior to pressurizing the fuel system.

10.3.4. (Added) The supervisor will continuously monitor the wing vents for fuel spillage and ensure potential ignition sources do not approach the aircraft, particularly near the SPR and wing vent areas.

10.3.5. (Added) Personnel not required to service the aircraft should remain outside 50 feet from the SPR panel and 25 feet from the fuel vent outlets.

10.3.6. (Added) At least one wheeled, 150-pound, Halon 1211 or similar extinguisher will be located within 50 feet of the aircraft for all aircrew fuel servicing. A fire truck is not mandatory.

10.3.7. (Added) Fuel Drainage. The SPR will be drained only if the drained fuel can be disposed of safely. If not drained, make a form entry using a RED DIAGONAL.

10.4. (Added) Aircrew Life Support Equipment.

10.4.1. (Added) Equipment Return. All life support equipment (i.e. Helmets, NVGs, AERPS) will be returned to life support immediately after mission completion (including local training missions).

10.4.2. (Added) Aircrew helmets and oxygen masks.

10.4.2.1. (Added) The equipment inspection date should be checked to ensure it will not expire prior to mission completion. Component malfunctions will be reported to OSL upon return.

10.4.2.2. (Added) Aircrew members who are not permanently issued an oxygen mask or CRU-60 connector must obtain these items from Individual Equipment Unit (IEU) prior to the mission. Oxygen masks must be fitted by OSL prior to use.

10.4.2.3. (Added) Helmet bags will be used to transport helmets and oxygen masks. The helmet, mask, and gloves are the only items authorized to be stored inside helmet bags. The outside pockets may be used to store personal items.

10.4.3. (Added) Aircrew Chemical Defense Equipment (ACDE).

10.4.3.1. (Added) When ACDE gear (mini or full D-Bag) is required for a mission, the airlift squadron will fax a copy of crew orders to Aircrew Life Support (OSOL) after the crew list is established. Squadrons should specify whether a mini or full D-Bags are required.

10.4.3.2. (Added) Crewmembers without a pre-built ACDE bag should make arrangements at least one day prior to mission departure to avoid possible delay.

10.4.3.3. (Added) ACDE bags contain equipment and batteries that require proper storage conditions and inspection cycles.

10.4.4. (Added) Night Vision Goggles (NVGs). Only properly trained personnel may sign out NVG devices.

10.4.5. (Added) Emergency Passenger Oxygen System (EPOS). The EPOS units will remain stored in the pouches under the outboard seats until needed. EPOS for the centerline seats will be kept in the storage locker until needed. Do not store bags of EPOS or life preservers on the main floor because they can be mistaken for passenger bags. (35,000' is the maximum cruise altitude if EPOS is used as a primary emergency oxygen source.)

10.4.6. (Added) Life Preservers. Life preservers for inboard seats will be kept in the storage locker. Outboard seat life preservers will remain stored under the seats. Life preservers should be removed from the

sidewall seat and placed in the A-3 bag during personnel airdrops, except for over water flights. For over water flights, stow them immediately prior to the airdrop.

10.5. (Added) ALPHA/BRAVO Standby Launch Procedures. Local Charleston AFB ALPHA and BRAVO standby aircrew procedures are contained in Part I of the Wing Operations Plan (WOP).

10.6. (Added) Birdstrike Avoidance Procedures and Reports.

10.6.1. (Added) Bird Watch Conditions. Bird Watch Condition guidance can be found in AMC 91-202 AMCSUP1, USAF Mishap Prevention Program.

10.6.2. (Added) Bird/Wildlife Aircraft Strike Hazard (BASH) Phases.

10.6.2.1. (Added) Phase I BASH period: indicates historically light bird activity, normally associated with non-migratory seasons.

10.6.2.2. (Added) Phase II BASH period indicates historically heavy bird activity, normally associated with migratory seasons. Phase II periods for Charleston AFB are typically 1 August thru 30 November, 1-14 April, or as determined by Wing Flight Safety (437 AW/SEF). Phase II periods will be announced via FCIF. During the Phase II period, aircrews should be especially aware of increased bird activity and bird strike risks along migratory routes. The following restrictions apply from 1 hour before sunrise until 1 hour after sunrise and from 1 hour before sunset until 1 hour after sunset:

10.6.2.2.1. (Added) Current Operations will make every effort to not schedule takeoffs and landings, at Charleston AFB or North Field, during this period. The total number of missions that fall within this identified bird hazard window will be annotated and approved on the flying schedule by the OG/CC.

10.6.2.2.2. (Added) No transition work or airdrops will take place at Charleston AFB or North Field unless the Bird Condition is low and remains low during all transition work. Aircrews are restricted by the Bird Watch Condition announced by base operations or tower. If they observe bird conditions worse than the current condition they will follow the guidance for the more restrictive condition, and notify base ops.

10.6.2.2.3. (Added) During low level operations, aircrews will not fly faster than 250 KCAS and will remain above 1000' AGL (day) or above 3000' AGL (night).

NOTE: Local transition at other fields (KNBC, KMYR, KILM etc) is also governed by the BAM/AHAS models and all available bird condition information for that field.

10.6.3. (Added) Mission Planning.

10.6.3.1. (Added) Aircrews will use the Bird Avoidance Model (BAM) and Avian Hazard Advisory System (AHAS) models for pre-mission planning (within 24 hours of flight, where applicable). In the event of a conflict in guidance between the BAM and AHAS, use the most restrictive guidance.

10.6.3.1.1. (Added) BAM. A historical model of bird concentrations based on known seasonal and migratory bird activity. (<http://www.ahas.com/bam>)

10.6.3.1.2. (Added) AHAS. A real-time model that uses BAM information for flights greater than 24 hours in the future and actual bird activity for flights within 24 hours. AHAS is still the best source of information on the current state of actual bird migration and activity levels. (<http://www.ahas.com>).

10.6.3.2. (Added) Low Level Operations. Low-level segments transiting "Moderate" or "Severe" areas should be identified and discussed during the aircrew briefing. PFPS has a BAM overlay to aid crews in identifying these areas and can be printed on low level charts. Low altitude tactical operations during bird watch condition "Low" are not affected by BASH restrictions.

10.6.4. (Added) Operating Procedures.

10.6.4.1. (Added) Prior to launch from Charleston AFB, all aircraft commanders will obtain the current Bird Watch Condition (BWC) from base operations.

NOTE: Command Post will transmit to crew upon initial contact that the BWC is Moderate or Severe. This information does not restrict any pre-departure aircrew actions. Instead, it allows crews to prepare alternative departure plans which could reduce the bird strike hazard.

10.6.4.2. (Added) Under no condition will an aircraft depart if birds are located in the departure routing.

10.6.4.3. (Added) During BWC Moderate and BWC Severe, the following flight restrictions are in effect for airfield operations:

10.6.4.3.1. (Added) BWC Moderate. Initial takeoff and final landing allowed only when departure and arrival routes avoid identified bird activity. Additionally, local IFR/VFR traffic pattern activity ceases.

10.6.4.3.2. (Added) BWC Severe. Takeoffs and landings at AMC locations are prohibited without local OG/CC or higher approval. For AMC-tasks missions, approval authority at non-AMC locations lies solely with the HQ AMC/DO (ARC missions originating from their home station will obtain approval by their OG/CC). Aircrews requesting waivers while at non-AMC locations will coordinate with the HQ AMC/DO through the TACC. Recommended guidance during BWC Severe is to delay departures and arrivals until BWC is moderate or less.

10.6.4.4. (Added) Crews will contact Base Operations or the appropriate agency to report significant bird activities in the vicinity of the airfield.

10.6.4.5. (Added) Prior to landing at Charleston AFB, aircraft commanders will obtain the current BWC. The locally reported airfield BWC will govern pattern work during all BASH phases

10.6.4.6. (Added) A post-flight exterior inspection of the aircraft by the aircrew is required for every flight. Look closely for any smudges or indications that you may have hit a bird. At night, this inspection must be accomplished with a high-powered flashlight to inspect all aircraft surfaces.

10.6.5. (Added) Bird Strikes/Suspected Strikes.

10.6.5.1. (Added) Bird strike damage cannot be accurately assessed in flight and undetected damage may result in a complex airborne emergency. If a bird strike is suspected, aircrews should not change aircraft configuration until it has been determined safe to do so. Aircrews will land as soon as conditions permit at a location where the aircraft can be inspected by qualified maintenance personnel. Unless it can be positively determined that a bird did not strike an engine, engines will be shut down after block in for this inspection.

10.6.6. (Added) Aircrew BASH Reporting Procedures/Aircrew Bird Observation Worksheet.

10.6.6.1. (Added) Aircrew Reporting Procedures.

10.6.6.1.1. (Added) Inform the C2 agency on the inbound call if an actual or suspected bird strike has occurred to ensure maintenance and safety personnel are available upon landing. Report all damaging bird strikes to the nearest AMCC or AMC CP for possible higher headquarters message initiation. Note specific location, altitude, airspeed, aircraft configuration and phase of flight (e.g. low level, takeoff, landing, airdrop, etc.).

10.6.6.1.2. (Added) All bird strikes will be entered into the AFTO Form 781, **ARMS Aircrew/Mission Flight Data Document**, whether or not they caused damage.

10.6.6.1.3. (Added) Regardless of geographic location, crewmembers will complete an AF Form 853, **Air Force Bird Strike Report**, for all bird strikes (both damaging and non-damaging), regardless of when they were discovered. (The AF Form 853 is submitted in lieu of the AF Form 711, **Aircraft Mishap Worksheet**.) Be as specific as possible on the form (e.g. “ILS runway 15, 4 miles out, 1200 ft MSL” is much better than “final approach at KCHS”). Lat/Long from the mission computer is best. At home station, the AF Form 853 will be completed by the aircrew and turned in during maintenance debrief. Debrief is not complete until they receive the AF Form 853. Off station, fax the AF Form 853 and a copy of the crew orders to 437 AW/SEF (DSN 673-4030).

10.6.6.2. (Added) Aircrew Bird Observation Worksheet. This worksheet is used to help report and track significant bird concentrations and activity. Squadrons will ensure Aircrew Bird Observation Worksheets are provided in trip kits.

10.6.6.2.1. (Added) On local flights, for significant bird activity in the traffic pattern or along the route, record the location and approximate number of birds, along with any other relevant information. Space is provided on each worksheet to record multiple observations during a given flight. If the bird activity may create a hazard for other aircraft, notify Command Post immediately. Command Post will notify Airfield Management, who will change the bird condition if required and notify subsequent aircrews of the bird hazards.

WARNING: At no time will safety of flight be sacrificed to enter the information in this worksheet. Use additional crewmembers to record this data

10.6.6.2.2. (Added) After completing the worksheet, fax it to 437 AW Safety (DSN 673-4030).

10.7. (Added) Chocks and Grounding Wires. Maintenance should ensure chocks and grounding wires are onboard the aircraft for all missions departing Charleston AFB. Aircrews will ensure the same chocks/grounding wires are returned to Charleston AFB.

10.8. (Added) Crew Baggage. Keep professional equipment on the flight deck to the minimum required to accomplish the mission. Crewmembers should not off-load personal items until all passengers have deplaned.

10.9. (Added) Crew Resource Management (CRM).

10.9.1. (Added) During the mission prebrief, 437 AW aircraft commanders will appoint an individual crewmember to assess CRM using the AMC Form 128, **CRM Assessment Sheet**, as a guide. This individual's assessment will be the main focus of the mission debrief.

10.9.2. (Added) 315 AW aircrews are encouraged to use the AF Form 4031, **CRM Skills Criteria Training/Evaluation Form**, as a guide to enhance their CRM skills.

10.9.3. (Added) All 437/315 AW aircraft commanders will conduct a formal debriefing following the completion of each mission, including local training sorties. Each crewmember should discuss and critique crew coordination and the process used to make decisions.

10.10. (Added) Deadhead Crew Alert. Deadhead crewmembers will normally be alerted three hours prior to the scheduled mission takeoff time. Deadhead crews will contact the command post no later than two hours prior and arrive at the aircraft no later than one hour prior to takeoff.

10.11. (Added) Defensive Systems.

10.11.1. (Added) Operations.

10.11.1.1. (Added) For normal missions requiring the aircraft Defensive System, the minimum required number of flares identified by the CMDS counter is 48.

10.11.1.2. (Added) If any flares were dispensed during the flight or if the counters indicate less flares than before takeoff, check the flare dispensers after landing using the following procedure:

10.11.1.2.1. (Added) Exit the runway and proceed to the designated arm/de-arm area. If no such area is identified, exit the runway onto a taxiway or area that provides the maximum separation from congested areas. If possible, maintain a minimum separation distance of 600 feet from inhabited buildings and other aircraft.

10.11.1.2.2. (Added) Deplane one crewmember to inspect the dispensers. Approach the dispensers at an angle and use extreme caution when inspecting dispensers in the wings and main landing gear pods to avoid jet engine exhaust. Do not approach the dispensers any closer than necessary to inspect for a hung flare. The deplaned crewmember will check the dispensers in the following order: left forward, left aft/wing, right forward and right aft/wing.

10.11.1.2.3. (Added) A hung flare is one that has penetrated or is protruding but not fully exited from the magazine. If hung flares are discovered, the aircraft commander will immediately shut down all aircraft power and evacuate all personnel to a distance of 600 feet. EOD and the fire department will be notified immediately. EOD will download the munition module and remove from the area. After completion, the aircraft may be moved to the approved parking area.

10.11.1.3. (Added) After the aircraft has been parked, chocked and pinned, the crew chief or loadmaster will ensure the munitions fire symbol signs are posted forward, aft and at the wing tips of the aircraft. The crew will also log in the AFTO Form 781 the number of flares remaining according to the counters.

10.11.1.4. (Added) LAIRCM will be operated IAW MAJCOM CONOPS.

10.11.2. (Added) Training Sorties. Aircraft configured with flares for subsequent missions may fly local training sorties with flares installed provided:

10.11.2.1. (Added) The safety switch pins are verified installed

10.11.2.2. (Added) The CMDS and MWS are left in the off position. If LAIRCM will be used during the mission, ensure the MWS/IRCM switch is in the MWS position.

10.11.3. (Added) Loading. All aircrew will remain outside a 50-foot radius from the aircraft during actual loading or unloading of munitions into the CMDS.

10.11.4. (Added) Fire. Halon or water-type fire extinguishers will not be used on fires involving pyrotechnics or magnesium incendiaries due to the risk of explosion. These extinguishers may be used on incidental fires in the surrounding areas.

10.12. (Added) Excess Crewmembers. All missions planned or scheduled for more than seven crewmembers, including MEGPs and ACMs, will be coordinated with OSO prior to publication of the AOD. If OSO has not received and approved a request, extra crewmembers will not be scheduled on the mission.

10.13. (Added) Flying Crew Chief Requirements.

10.13.1. (Added) Flying Crew Chiefs (FCCs) accompany aircraft solely to facilitate and expedite movement through stations with little or no C-17 support. They should not deploy on missions scheduled for normal en route/TALCE locations where adequate support exists.

10.13.2. (Added) FCCs should be allowed to rest in flight so they can perform ground duties after the crew has entered crew rest. Aircraft commanders will discuss departure/bus time and fuel requirements with the FCC prior to entering crew rest.

10.13.3. (Added) FCCs normally remain with aircraft that become non-mission capable. If the aircrew is subsequently scheduled to depart on a different aircraft, the aircraft commander will coordinate with TACC to determine whether or not the FCC should remain with the crew.

10.14. (Added) Forms.

10.14.1. (Added) AFTO Form 781/AF Form 664. Aircrews will ensure the AFTO Form 781, **ARMS Aircrew/Mission Flight Data Document**, and AF Form 664, **Aircraft Fuels Documentation Log**, are properly completed using the 437/315 AW C-17A Aircraft Forms Guide. .

10.14.2. (Added) CAFB Form 212. The CAFB Form 212, **Aircrew Mission History**, is required for all flights flown by 437 AW active duty crews. 315 AW crews will complete the 315 AW Form 0-8 for all missions including local trainers. Include total tonnage and number of passengers for each sortie. Reserve crewmembers flying with active duty aircrews will complete the 315 AW Form 0-8 and turn in to the 315 SOC. Squadron ARMS will retain the forms for 1 year.

10.15. (Added) Jeppesen Flight Planning Publications.

10.15.1. (Added) Aircrews are prohibited from copying Jeppesen products due to copyright infringement. Current Operations is the wing custodian for Jeppesen publications. (This does not apply to Special Departure Procedures.)

10.15.2. (Added) If required, the aircraft commander will pick-up Jeppesen products during normal duty hours from current operations prior to entering crew rest. Aircrews that depart home station and subsequently require Jeppesen products will contact TACC for support. Aircraft commanders will return Jeppesen products to current operations as soon as possible after mission completion.

10.16. (Added) Loadmaster/Duty Loadmaster Responsibilities:

10.16.1. (Added) Duty loadmasters are designated as part of the deployment team that work directly for the EAS commander at the deployed locations. As in the Phase II loading program, this is a management tool to expedite the flow of aircraft/mission at the transit location and to avoid delays by ensuring that the aircraft are loaded prior to the crew operating the mission show time. Their main objective is to have all, or as much of the cargo as possible, on board and secured prior to crew show. This includes accomplishing the appropriate preparation and loading checklists. Operations tempo and workload may not allow for each tiedown applied to be computed for accurate required restraint. If there is insufficient time to compute/verify restraint for accuracy, duty loadmasters are to ensure an estimate of tiedown required is applied before leaving the aircraft.

10.16.2. (Added) Aircraft loaded by Phase II personnel or duty loadmasters do not relieve the loadmasters flying the outbound mission of their responsibility to comply with their checklist, including After Loading General Procedures. They are to compute the restraint applied just as if they had just finished loading the cargo themselves and apply additional restraint as necessary. If you note blatant violation of procedures (i.e., missing parking shoring, limitations exceeded, etc.), that require you to reposition or download cargo on aircraft, notify the on station evaluator/shift supervisor immediately and handle the issue.

10.16.3. (Added) Loading /Offloading Operations

10.16.3.1. (Added) The aircraft loadmaster or Phase II loading supervisor supervises and directs on/off-loading and is responsible for safe movement of cargo into and out of the aircraft. These responsibilities include briefing the loading crew members on duties to be accomplished, hand signals and safety precaution during the operation.

10.16.3.2. (Added) It is crucial that all members assisting or planning to assist with the operation, i.e., removing tiedown equipment, pushing pallets, etc, whether aircrew members, crew chiefs or freight personnel, are properly equipped and have been included in the safety briefing. Under no circumstances will safety be compromised to expedite loading operations.

10.17. (Added) Loading During Engine Start. If loading operations must be conducted during the engine start sequence because of operational necessity, the individual performing exterior engine start procedures (maintenance or aircrew) will monitor the crew entrance door to ensure simultaneous loading operations through the crew entrance door and cargo ramp and door do not occur. The aircraft loadmaster will brief maintenance personnel or other crewmembers on their applicable duties. This procedure complies with the intent of AFI 11-2C-17V3, Chap 17.

10.18. (Added) Mission Essential Ground Personnel (MEGP).

10.18.1. (Added) MEGP status is granted on a case-by-case basis for personnel who perform unique support duties that are directly related and essential to a particular aircraft, aircrew, or numbered mission. Mobility support duties include chaplains, command chief master sergeants, maintenance personnel (including recovery teams), TALCE, security forces (including Phoenix Raven), photographers, safety, unit intelligence personnel, contractor personnel designated by HQ AMC, and public affairs media escorts.

10.18.2. (Added) 437 AW MEGP requests will be reviewed by OG Aircrew Stan/Eval (OGV) and approved by OG/CC. A sample MEGP request letter is available on the OGV web site. Command post may also verbally request OG/CC approval for "short notice" MEGP requests after normal duty hours and on weekends.

10.18.3. (Added) 315 AW MEGP requests will be processed IAW 315 AW Instruction 11-401.

10.18.4. (Added) Most MEGPs process through the passenger service terminal as space-required passengers.

10.18.5. (Added) Prior to an aircrew self-manifesting MEGP passengers, the aircraft commander will ensure the MEGP status has been properly approved using the following steps:

10.18.5.1. (Added) Verify Current Operations (OSO) has notified the squadron Unit Control Center (UCC) of the MEGP(s). If not, the aircraft commander will confirm MEGPs with OSO. After duty hours, the aircraft commander will coordinate with command post.

10.18.5.2. (Added) Ensure each individual has valid travel orders (if departing the local area) with an MEGP approval statement in the remarks section (e.g., "MEGP status authorized by 437 OG/CC on mission AJG 12345 from 1-7 Oct 2003"). For local missions, a 437 OG/CC-approved MEGP letter is required.

10.18.5.3. (Added) The loadmaster will manifest MEGPs on DD Form 2131, **Passenger Manifest**, complete the anti-hijacking inspection, and ensure the manifest is turned in at each station prior to departure. If the number of MEGPs exceeds four per aircraft, the appropriate AMC Command and Control agency (other than aircrew) will ensure manifesting and anti-hijacking is accomplished prior to reporting to the

aircraft. Flying Crew Chief, Combat Camera and Phoenix Raven team members do not require manifesting by the crew if they are listed on a current AMC Form 41, **Flight Authorization (PA)**.

10.19. (Added) Mission History Download. When a mission history download is required by AFI 11-2C-17V3, each computer disc will be clearly labeled with the appropriate mission numbers and dates. The mission computer IDENT for each mission history file will use the following naming convention: first and last name initials of the aircraft commander followed by the three-digit Julian day. In the event of two mission history download requirements during the same Julian day, append the IDENT with the suffix "B."

10.20. (Added) Navigation Publications Kits. Local publication kits will be used only on unilateral training flights in the local area; mission publication kits will be used on all flights departing the local area. After each mission, neatly pack and return all kits to Navigation Services in Base Operations.

10.21. (Added) Operational Risk Management (ORM).

10.21.1. (Added) Supervisors and crewmembers will be familiar with the concepts outlined in the 437/315 AW Aircrew ORM Guide.

10.21.2. (Added) The 437 AW and 315 AW use a three-tier ORM process to promote safe, risk managed operations. The three tiers are Current Operations, the squadron operations officer, and the aircraft commander. Risk assessment worksheets specific to each tier are used to ensure safe mission execution.

10.21.2.1. (Added) Current Operations will use a Current Ops Risk Assessment Worksheet to manage the risk associated with each off-station mission. Current operations will not task missions assessed as "high-risk" to the squadrons.

10.21.2.2. (Added) The operations officer, or assistant operations officer, will complete a Supervisor ORM Worksheet to manage the crew composition for each mission. Unit safety offices will maintain file copies for six months.

10.21.2.3. (Added) Aircraft commanders will complete an Aircraft Commander ORM Worksheet for each mission flight duty period. ORM worksheets are required for every 437 AW local training mission. Worksheet completion for 315 AW local training missions is required when unique or nonstandard operations dictate an increased potential for risk (e.g., poor weather, unqualified crewmembers, unfamiliar locations, etc.).

10.22. (Added) Professional Equipment.

10.22.1. (Added) Crewmembers will carry all professional equipment to accomplish the planned mission. In addition to those items specified in Chapter 6, crewmembers will fly all missions with current and serviceable versions of the following items:

10.22.1.1. (Added) *AF Form 1199, Restricted Area Badge.*

10.22.1.2. (Added) *AF Form 523, Authorization to Bear Firearms.*

10.22.1.3. (Added) Headset

10.22.1.4. (Added) . Nomex Flight Gloves

10.22.1.5. (Added) . Approved flight boots

10.22.1.6. (Added) Concealed type shoulder holsters (when departing the local area).

10.22.1.7. (Added) Reflective Belt.

10.22.1.8. (Added) Tape measure and calculator (loadmasters).

10.22.1.9. (Added) Helmet/drop kits. (if required).

10.22.1.10. (Added) Military ID Card.

10.22.1.11. (Added) Current Leave and Earnings Statement.

10.22.2. (Added) Each primary crew member will carry individual checklists and AMC-approved checklist inserts for their crew position.

10.22.3. (Added) One complete hardcopy set of flight publications designated in Chapter 6 is required to be on board the aircraft for all missions.

10.22.4. (Added) Crewmembers departing on missions outside the 48 conterminous states without a valid passport will be identified on the AMC Form 41, **Flight Authorization (PA)**. Any crewmember without a passport will carry AF Form 1631, **NATO Travel Orders**, completed IAW AFI 65-103, *Administrative Orders (PA)*, when scheduled on missions transiting European bases. In addition, squadrons will notify Current Operations (OSO) of any crewmember without a passport. OSO in turn will make an appropriate remark in GDSS.

10.23. (Added) Salt Water Overflight. Aircrews will make an entry in the aircraft forms upon mission completion if the aircraft is flown over salt water below 3,000 feet AGL for over 15 minutes (other than normal departure or approach).

10.24. (Added) Tanker Departure Status.

10.24.1. (Added) Operational Missions. Thirty minutes prior to receiver takeoff time (if known) aircrews will request the appropriate command and control agency contact the tanker unit's command post to confirm tanker status, planned onload, air refueling track, control time, and call sign. Tanker and receiver aircrews must agree to changes to the planned profile. Aircrews should not takeoff as scheduled if their tanker is delayed.

10.24.2. (Added) Contingency Missions. Specific guidance will be found in the OPORD/SPINS.

10.25. (Added) Thrust Management. C-17 aircrews must use extreme caution while taxiing at power settings above idle. Airfield operations personnel (especially at civilian FBOs) may not be familiar with the jet blast associated with C-17 aircraft taxiing. Ensure sufficient distance is available between the aircraft and other aircraft, structures, vehicles, or equipment. When possible, contact the airfield manager during the planning phase to discuss the taxi plan, parking location and jet blast hazards. If a crewmember believes a possibility of causing jet blast damage exists, do not taxi the aircraft.

Section 10B—Operational Missions (Added)

10.26. (Added) Aircrew Arming.

10.26.1. (Added) During non-duty hours, the Unit Control Centers (UCC) will notify the Law Enforcement Desk when outbound crews require arming. Spare ammunition will be carried only in an ammunition pouch. When wearing the chemical defense ensemble, aircrew members will wear the holster outside the flight suit. The mission directive will specify the type of aircrew arming (i.e., normal, alternate or bulk).

10.26.2. (Added) Normal Arming. Normal arming is for anti-hijacking purposes. The copilot and one loadmaster will be armed prior to commencing preflight activities. The weapons must be worn concealed under the flight suit. If not required on a specific leg the weapons can be secured in the aircraft gun box.

10.26.3. (Added) Alternate Arming. Alternate arming requires the entire crew must be armed (i.e. combat or high threat environment mission). They will be armed at the specific point/time directed by the mission directive.

10.26.4. (Added) Bulk Arming. This is a variation of alternate arming. A designated crewmember will sign-out and transport the preloaded weapons in a portable container for the entire crew. This crewmember must be armed if transporting 16 or more M-9 (9mm) weapons before leaving the armory. After leaving the armory, the designated crewmember will go directly to the aircraft using crew transport (no POV) and accomplish one of the following:

10.26.4.1. (Added) Issue weapons to the other crewmembers.

10.26.4.2. (Added) Lock weapons in the aircraft gun box.

10.26.4.3. (Added) Keep the portable container under constant surveillance.

10.26.5. (Added) Charleston C-17 aircrew weapons will be issued as follows:

10.26.5.1. (Added) Normal arming - two 9MMs with 30 rounds of hollow point and 30 rounds of ball ammunition. (Note: Hollow point ammunition is for anti-hijacking use.)

10.26.5.2. (Added) Alternate arming - every crewmember is armed; one 9MM each with 30 rounds of Ball ammunition each as directed by the mission directive. Normal arming is still required on mission legs not requiring alternate arming.

10.26.5.3. (Added) Bulk arming - five 9MMs and 150 rounds of Ball ammunition (additional weapons can be requested by the aircrew). Normal arming is still required for anti-hijacking purposes.

10.26.6. (Added) When receiving or issuing 9MM weapon(s) ensure the AF Form 1297 is properly filled out. It must contain the number of weapon(s) with the serial number and the type and quantity of ammunition. (e.g. one 9MM, serial # 108963, 15 rounds of Hollow point and 15 rounds of Ball ammunition.) This procedure will be followed anytime weapons are transferred.

10.26.7. (Added) Deadhead crewmembers will not carry concealed weapons.

10.26.8. (Added) Exceptions to arming procedures will be documented in the CONOPS for unusual/specified missions.

10.27. (Added) Aircrew Meal Availability/Adverse Mission Effect.

10.27.1. (Added) Per Diem is based on availability of government-provided meals. Aircrews must carefully account for all meals when filing travel vouchers.

10.27.2. (Added) The aircraft commander must certify the reverse side of the AMC Form 41, **Flight Authorization (PA)**, when government meals are available and consumption would not adversely effect the mission or performance of duties. In all cases the aircraft commander must consider the intent of the rules (i.e., maximum utilization of government dining facilities when TDY). Aircraft commanders will use **Attachment 2 (Added)**, Meal Decision Chart for Crewmembers on Flight Orders, to determine meal availability and adverse effect for their crew.

10.28. (Added) Border Clearance.

10.28.1. (Added) When inbound to the US from overseas locations, the mandatory 3-hour and 30-minute calls are critical to ensure timely notification and arrival of federal government officials. Relay to command post, or the appropriate command and control agency, the breakdown of passengers by US military, US civilians, foreign nationals and total number. Immigration border clearance is required whenever any non-US military personnel are onboard.

10.28.2. (Added) Aircrews will reference the AMC Aircrew Border Clearance Guide to ensure correct customs form completion and compliance with worldwide border clearance requirements.

10.29. (Added) Cargo Briefing. A loadmaster will call the Air Terminal Operations Center (ATOC) for a cargo load briefing prior to the mission briefing. Brief the crew on the cargo load during the mission briefing and identify the type and location of hazardous cargo if appropriate.

10.30. (Added) COMSEC Documentation. Classified documents obtained at Charleston AFB Base Operations (OSA) must be returned to OSA or destroyed. If destroyed, the applicable paperwork must be completed to verify the destruction. If classified documents are obtained from another location, a destruction report, SF 153, *COMSEC Material Report*, must be sent to the location where the documents were obtained. Deviations such as loss, unauthorized disclosure or other possible compromises must be reported immediately to OSA or to the nearest COMSEC custodian.

10.31. (Added) Immunization and Preventative Medicine. Aircraft commanders will consult the Preventive Medicine Matrix in Part I of the WOP prior to all departures and brief all crewmembers and MEGPs on potential disease exposure and precautions. Significant disease outbreak threats will be posted in the FCIF.

10.32. (Added) Intelligence Briefing/Debriefing.

10.32.1. (Added) When a mass pre-mission intelligence briefing is required, all crewmembers will be present. When a mass briefing is not required, the aircraft commander will:

10.32.1.1. (Added) During normal duty hours, obtain the briefing from the OSS Intelligence Flight (IN). During non-duty hours, read the classified Aircrew Intelligence Read File available at Command Post (CP) and sign to acknowledge receipt of the information. CP will recall IN personnel to answer questions when appropriate.

10.32.1.2. (Added) Verify the identity and security clearances of all crewmembers. Brief the necessary intelligence information commensurate with clearance level and nationality. This briefing must be in a secure location and crewmembers must be informed of the classification level of the information.

10.32.2. (Added) Crewmembers with items of possible intelligence interest will debrief intelligence immediately upon mission completion. During non-duty hours aircrews should contact command post to notify standby intelligence personnel to meet the crew.

10.33. (Added) Meals Ready to Eat (MRE) and Bottled Water Accountability.

10.33.1. (Added) MREs and bottled water are for official use and are accountable items.

10.33.2. (Added) Consumption of MREs is permissible when inflight meals are not available. However, crewmembers are required to pay \$2.75 per meal at inflight kitchen upon return to home station. No payment is required for bottled water if it is consumed at locations with no potable water.

10.34. (Added) Phoenix Banner. Aircrews will contact their squadron DO if selected for an unplanned Phoenix Banner, Silver, or Copper mission.

10.35. (Added) Secure Radio Preflight Checks. Prior to departing Charleston AFB, a pilot will test the operability of secure communications.

10.36. (Added) Special Airlift (SA) Mission Management.

10.36.1. (Added) The airlift squadron commander and operations officer are vested with program supervision. Crew lists for these missions will not be forwarded to the Special Airlift office (437 OG/SA) without the personal approval of the squadron CC or DO.

10.36.2. (Added) All SA missions will be manned with augmented crews. The primary crew will consist of three pilots and two loadmasters. Additional crewmembers may be added if requested and coordinated with 437 OG/SA. The following restrictions apply:

10.36.2.1. (Added) The aircraft commander and primary loadmaster will be certified crewmembers.

10.36.2.2. (Added) The second pilot must be an aircraft commander as a minimum.

10.36.2.3. (Added) The third pilot should be a first pilot minimum.

NOTE: The above requirements may be waived on a case-by-case basis for short notice and/or "special" taskings. All waiver requests will be approved by 437 OG/SA.

10.36.3. (Added) The certification process for aircraft commanders and loadmasters includes receiving a briefing from the SA office and serving as an active crewmember on an embassy support mission. Instructor qualification is required for the primary aircraft commander position. Squadrons are responsible for maintaining a certification letter listing qualified crewmembers

10.36.4. (Added) Flight evaluations are not authorized on SA missions. Exceptions may be made by 437 OG/SA depending upon the nature of the mission.

10.36.5. (Added) All missions will include taskings for alternate crewmembers. The alternate aircraft commander and primary loadmaster must be certified crewmembers. Alternate crewmembers must be available for the same period as the primary crew. They will attend planning meetings, pre-mission briefings and will enter crew rest with the primary crew. At the legal for alert time, if not alerted, the alternate crewmembers will be on Bravo alert status until the primary crew departs Andrews AFB or after 48 hrs, whichever is earlier.

Section 10C–Home Station Procedures (Added)

10.37. (Added) Block-Out/In Procedures.

10.37.1. (Added) Do not normally block out or block in without a marshaller (i.e. maintenance and/or air-crew).

10.37.2. (Added) The painted boxes on the C-17 parking ramp provide for 10-foot wingtip clearance. Wing-walkers are required if maintenance stands and support equipment are not positioned in the painted boxes.

10.37.3. (Added) Crews will utilize wing-walkers when an obstruction is within 25' of the wingtip and there are no painted boxes for the support equipment or visibility is restricted (i.e. weather, night, etc.).

10.38. (Added) Charleston AFB No-Hat Areas. The parking ramp and associated taxiways at Charleston AFB are designated no-hat areas (i.e. inside the red restricted area lines and on taxiways/run-up areas).

10.39. (Added) Engine Run Policy.

10.39.1. (Added) There are two types of maintenance engine run power requirements: idle and power (any setting above idle). All parking spots are approved for idle power engine runs. The following parking spots are authorized for engine runs above idle:

10.39.1.1. (Added) Parking spots 20-26, 28 and 30-33 as long as runway 03/21 is closed.

10.39.1.2. (Added) Parking spots 88/89.

10.39.1.3. (Added) Engine run spot D1 – on “D” taxiway, adjacent to spot 5, with the nose toward “E” taxiway

10.39.1.4. (Added) Engine run spot D2 – on “D” taxiway, adjacent to spot 20, with the nose toward “F” taxiway

10.39.1.5. (Added) Engine run spot D3 – on “D” taxiway, adjacent to spot 29, with the nose toward “H” taxiway

10.39.1.6. (Added) Engine run spot D4 – on “D” taxiway, adjacent to spot 33, with the nose toward “K” taxiway

10.39.1.7. (Added) Taxiway K, with the exhaust pointed toward the hot cargo area.

10.39.2. (Added) Contact base operations prior to any engine run on “D” or “K” taxiways.

10.39.3. All maintenance engine runs and runway closures will be coordinated by maintenance IAW CAFB engine run policies. Aircrew will maintain radio contact with command post throughout the engine run.

10.40. (Added) Engine Running Crew Change (ERCC). Aircrews will conduct ERCCs on parking spots designated on the Air Order of the Day (AOD) or by command post. Aircrew members who plan to board or depart a local training mission prior to mission termination must make arrangements with the aircraft commander and the operating squadron. The pilot in command will notify command post of all planned crew changes.

10.41. (Added) Lightning Procedures.

10.41.1. (Added) Watches/Advisories/Warnings. Charleston AFB weather will issue thunderstorm watches with valid times providing a minimum of 30 minutes lead-time. Advisories will be issued when thunderstorms/lightning are observed within 10 NM and Warnings when they are within 5 NM of the airfield. Once a warning is issued, most flight line operations will cease, to include crew transportation.

10.41.2. (Added) ACs must be proactive when assessing threatening weather. Crews should remain in contact with the local weather service for updates on approaching thunderstorms.

10.41.3. (Added) Lightning Warnings Procedures (Lightning within 5 nm). The following procedures will be used when a lightning warning is issued by the base weather flight:

10.41.3.1. (Added) Engine Start/Block Out. Aircraft engines will not be started. If the aircraft engines are already running, crews may attempt to depart IAW Air Force and MAJCOM guidance. If departing the airfield is not possible, keep the engines running and remain inside the aircraft.

10.41.3.2. (Added) After Landing. If the warning is issued after landing, the aircraft commander will coordinate with command post for a parking spot that does not require a block-in crew (e.g., a spot with no adjacent parked aircraft). If one is not available, the aircraft commander will position the aircraft at an

appropriate temporary location on the airfield. Do not deplane a crewmember for block-in or engine shut-down. Extended engine operation during the period of the lightning warning is at the aircraft commander's discretion.

10.41.3.3. (Added) During Loading and Preflight Operations. If crews are advised of impending thunderstorm (lightning watch), they should request transportation to a shelter prior to the thunderstorm reaching 5nm of the airfield. Once the thunderstorm is within 5nm, remain inside the aircraft. Transportation will normally not be available and it would be more hazardous to be outside the aircraft.

10.41.3.4. (Added) Aircraft commanders will not normally allow crewmembers outside the aircraft or deplane passengers. However, situations may arise when the hazard and risk associated with personnel remaining on the aircraft outweigh the risk associated with lightning. Some examples are patient removal, malfunctioning or inadequate aircraft air conditioning causing a health hazard, and smoke/fumes in the aircraft. In these situations the aircraft commander will perform a time critical Operational Risk Management (ORM) assessment and, if necessary, contact Command Post for immediate fire, medical, or transportation assistance. Command Post will in turn contact the Operations Group Commander who will approve the decision to offload the aircraft or direct them to remain aboard. Passengers or crewmembers will not deplane during a lightning warning for convenience or comfort.

10.42. (Added) Maintenance Debrief.

10.42.1. (Added) The aircraft commander will:

10.42.1.1. (Added) Report the aircraft maintenance status (Alpha 1, 2, or 3) NLT the 30 minute inbound call to the C2 agency. Ensure all engine related maintenance issues that may require an engine run spot are identified to the controller on initial contact (e.g. engine SOV failures).

10.42.1.2. (Added) Debrief maintenance personnel at the maintenance debrief facility immediately after completion of all missions.

10.43. (Added) Ram Air Turbine (RAT) Check Procedures.

10.43.1. (Added) Aircrew are authorized to perform the RAT extension check in accordance with the procedures listed in TO 1C-17A-6CF-1, Acceptance and Functional Check Flight Procedures Manual. A copy of this TO will be provided to the aircrew by maintenance personnel upon arrival at the aircraft. The following additional restrictions apply:

10.43.1.1. (Added) A RAT flight check requires a current and qualified instructor pilot on the aircraft.

10.43.1.2. (Added) Do not flight check the RAT when landing crosswinds exceed 15 knots or landing gross weight exceeds 400,000 lb.

10.44. (Added) Route Planning.

10.44.1. (Added) Training flights below 1,500 feet AGL will be conducted either on published military training routes (MTRs) or "one-time" VFR low-level routes approved by the Weapons and Tactics Flight (437 OSS/OSK). One-time routes are defined by AFI 32-7061, *The Environmental Impact Analysis Process*, as flying activities that comply with the federal aviation regulations, that are dispersed over a wide area, and that do not frequently (more than once a day) pass near the same ground points. OSK may approve one-time VFR low-level routes to as low as 300 feet AGL. Submit one-time VFR low-level routes to OSK at least one duty day prior to home station departure. Only an instructor qualified tactics planner may grant approval. Special Operations (OGS) is responsible for approving one-time VFR special operations low-level routes below 1,500 feet AGL.

10.44.2. (Added) Restricted area R-3004 (15 miles west of Bush Field) is not depicted on TPC or ONC products because it is activated by NOTAM. Low-level training routes published in the 437 AW Aircrew Flimsy remain outside of R-3004. Aircrews, however, must be aware of the location of R-3004 to avoid entering a potentially active restricted area.

10.45. (Added) Tactical Checklists. On training profiles with multiple low-levels, the Combat Entry and Exit Checklists only need to be accomplished once.

10.46. (Added) Taxi/Runway Cautions at Charleston AFB.

10.46.1. (Added) Aircrews will exercise extreme vigilance while taxiing on Taxiway "G" adjacent to the FBO. Deplane wing-walkers as required and use caution to avoid entering the FBO ramp.

10.46.2. (Added) Entering runway 21 from Taxiway A, use caution for jet blast due to small aircraft parked around the Fix Base Operations maintenance hangar.

10.46.3. (Added) For all runways at Charleston AFB, make 180 degree turns in between distance remaining markers to eliminate/reduce sign damage.

Section 10D–Training (Added)

10.47. (Added) Coding of Pilot in Command.

10.47.1. (Added) Change of the pilot in command during a mission will be used only to satisfy a valid training or evaluation requirement. As a minimum, designate one pilot with an "A" code to indicate overall responsibility for mission accomplishment. Use alternate codes listed on the reverse side of the AMC Form 41, **Flight Authorization (PA)**, to indicate other current and qualified aircraft commanders who are authorized to act in command during specific segments of the mission.

10.47.1.1. (Added) Although the pilot with the "A" code has overall mission responsibility, any pilot designated as in command using an alternate code fulfills the requirement for the aircraft commander to be in the seat during critical phases of flight.

10.47.1.2. (Added) If the airlift squadron re-designates the overall pilot in command for follow-on missions, a separate flight order authorization showing another pilot with the "A" code is required. A second supervisory and aircraft commander ORM assessment should be accomplished for each crew composition.

10.47.1.3. (Added) The use of "S" code for OME missions is allowed IAW AFI 11-401, AMCSUP1.

10.48. (Added) Combat Offload Training.

10.48.1. (Added) Combat offload pallets must be picked up immediately after offload operations are concluded. Crews will relay their intentions for combat offload to command post at least 30 minutes prior to the event. Additionally, crews will call command post immediately after the combat offload is complete to confirm that aerial port is aware that the pallets have been offloaded and the location where the offload was accomplished.

10.48.2. (Added) Northern Location. Crews will back the aircraft far enough into the small taxiway leading to parking spots 88 and 89 to ensure the platforms will land before the main holding bay for runway 15. When a formation is performing combat offloads, the first aircraft must back far enough to allow the other aircraft to also meet this requirement.

10.48.3. (Added) Southern Location. Crews will combat offload on Taxiway “K” leading to the hot cargo area and ensure pallets land prior to Taxiway “D”.

10.48.4. (Added) Do not delay scheduled takeoff to perform combat offload training.

10.49. (Added) Loadmaster Training Requirements. For all 437 AW training missions, the loadmaster scheduler will ensure the aircraft commander is made aware of specific loadmaster training or proficiency requirements no later than one day prior to mission execution. For 315 AW, training NCOs may accomplish this task.

10.50. (Added) Local Call Signs.

10.50.1. (Added) The following call signs will be used by Charleston aircraft:

10.50.2. (Added) 437 AW/315 AW:

10.50.2.1. (Added) Formation (local): MOOSE

10.50.2.2. (Added) Formation (Off-station): BASCO

10.50.2.3. (Added) Off-Station Trainers: VOLT

10.50.2.4. (Added) SOP missions: IMPAC

10.50.2.5. (Added) Local AC/IP upgrades: PALM

10.50.3. (Added) 437 AW only: Single ship: LIFTR

10.50.4. (Added) 315 AW only: Single ship: GRITS

10.50.5. (Added) For all local flights, the last two numbers of the mission number listed on the AOD will be used with the above call signs (e.g. a 315AW local trainer, ITS 35, would have a call sign of GRITS 35).

10.51. (Added) Local Training Airfields. Condensed information and procedures for local training airfields are available in the Charleston AFB Aircrew Flimsy. However, each aircrew must also perform a thorough review of information contained in the Airfield Suitability and Restrictions Report (ASRR), FLIP AP/1 Area Procedures, IFR Supplement, FCB, and other applicable publications prior to flight. The aircraft commander should also ensure full coordination with C2 and ATC agencies at the field of intended use. Use military fields to the maximum extent possible to accomplish training objectives.

10.52. (Added) Local Trainer Cargo Offload. Local trainers will call command post no later than 30 minutes prior to estimated block time with cargo offload requirements. Crew duty day permitting, loadmasters will remain at the aircraft up to 30 minutes after block-in for ATOC to arrive. Approval for Phase II download is an Aerial Port management function; normally do *not* expect Phase II at Charleston AFB. If ATOC does not show after the 30-minute wait-period, contact command post for release or further guidance.

10.53. (Added) Low Level Training 500' AGL Restriction. All 437AW aircrews are restricted from conducting low-level training below 500' AGL modified contour until completing the 437AW Mission Ready Course. Squadron Commanders may, at their discretion, grandfather this requirement for flight examiners and experienced instructor pilots. A memorandum listing those individuals who are grandfathered will be maintained in the squadron training office. Completion of 300' AGL low level training will be documented with a TMS entry, either in the Mission Ready Pilot Syllabus or under “general comments”.

10.54. (Added) Night Vision Goggle (NVG) Operations.

10.54.1. (Added) Ground Operations at Charleston AFB. The following procedures will be accomplished for all NVG operations at Charleston AFB:

10.54.1.1. (Added) Will be accomplished on Taxiway K and/or the hot cargo area.

10.54.1.2. (Added) Must be annotated on the AOD.

10.54.1.3. (Added) Indicate "KCHS NVG operations" in the Remarks section of the DD 175.

10.54.1.4. (Added) Notify command post prior to conducting operations.

10.54.1.5. (Added) Contact base operations to request Taxiway K lights be turned off.

10.54.1.6. (Added) One crew member will monitor command post at all times during ground operations

10.54.1.7. (Added) Crew will terminate operations with command post and base operations

10.54.2. (Added) Runway 23 extension operations at North Auxiliary Field.

10.54.2.1. (Added) Pilots must be 90' certified

10.54.2.2. (Added) Aircraft gross weight must be less than 350,000 lbs.

10.54.2.3. (Added) Extension is restricted to NVG operations only

10.54.2.4. (Added) Pilots will enter 4500' for the runway length

10.54.2.5. (Added) The extension will not be used for ground operations.

10.54.2.6. (Added) Runway must be dry.

10.55. (Added) Off-Station Trainer Approval Process. Refer to the Wing Operations Plan (WOP), Part I for the 437 AW off-station trainer approval process. The approval process for 315 AW missions is contained in AFRC Instruction 11-201.

10.56. (Added) Standard Ramp Fuel Loads. Current operations will annotate the appropriate standard ramp fuel for each mission on the Air Operations Directive (AOD). This ensures command post and maintenance are notified of the estimated fuel requirement for each mission prior to aircrew show time. A standard ramp fuel of 130,000 will be used for most training missions unless coordinated by the aircraft commander during mission planning.

10.57. (Added) Tactical Mission Planning System Management.

10.57.1. (Added) 437 OSS Tactics (OSK) is responsible for mission planning system hardware and software management. Detailed procedures and processes are outlined in the OSK Local Stereo Planning Procedures Operating Instruction.

10.57.2. (Added) OSK manages and maintains prefabricated software files and databases for all local military training routes (MTR). Files are available for Falconview/CFPS upload or pre-formatted "jet disk" files for direct upload into the aircraft. A document file summarizing the data content of each disk is also provided. This file indicates the name and squadron responsible for the information, AP/1B and CHUM expiration dates, Shaw AFB Read File posting date, and the last reviewed date.

10.57.3. (Added) The following are general guidelines for constructing a MC custom navigation database for low-level missions. Pilots may deviate from these guidelines as necessary to enhance crew situational awareness.

10.57.3.1. (Added) Ground Reference Points (GRPs). Include all vertical obstructions within 5 nautical miles (10 nautical miles overseas) of route centerline. Each obstruction GRP IDENT should be the same as the actual MSL altitude and the elevation the actual AGL elevation. Also include the "Bullseye" point and other AOR-designated reference points; use a plain text GRP IDENT with no elevation entry for these points to display different MFD GRP symbology than obstructions. Significant hills and mountain peaks should also be included as GRPs; use the MSL elevation as the GRP IDENT and do not enter an elevation. Numerical GRP IDENT duplication can be avoided by adding a letter suffix (e.g., 260, 260A, 260B, etc.). If the total number of GRPs exceeds the capacity of the MC, filter the database for the least important (e.g., lowest, farthest from route, etc.).

10.57.3.2. (Added) Tactical Avoidance Zones (TAZs). Include all actual/simulated threats and the associated threat detection range at the planned altitude. Also include all areas with over-flight restrictions such as noise sensitive areas. Since the TAZ IDENT cannot be user-defined (e.g., T01, T02, etc.), charts should be marked to indicate the actual TAZ IDENT associated with each avoidance point. Exception: a dedicated inflight TAZ look-up document may be used in lieu of chart annotation.

10.57.3.3. (Added) Secondary Flight Plan. Special use airspace corridor boundaries (IR/VR/SR routes, AR anchors, etc.) can be entered into the secondary flight plan for display on the MFD.

10.58. (Added) Training Mission Coordination.

10.58.1. (Added) Coordinating Mission Changes.

10.58.1.1. (Added) Delays for Maintenance Discrepancies. Crews will advise command post immediately of any maintenance discrepancy that may preclude an on-time departure for subsequent trainers.

10.58.1.2. (Added) Cancellations For Weather/Maintenance. If weather or maintenance problems cause the aircraft commander to request flight cancellation, the crew will not be released without coordination with command post. The squadron operations officer (DO) is the approving authority for cancellation of training missions. Command post, in coordination with the 437 AW Training Office or 315 AW Current Operations, will contact the squadron DO regarding the termination

10.58.1.3. (Added) Changing or Canceling North Field Times. During planning for locals, contact the current operations training bookie during duty hours (x5554) to change or cancel North Field times. After alert, changes and cancellations to North Field may be coordinated through command post, or directly with North AAF if changes occur in-flight. If using CP to relay cancellations or changes, be explicit and directive with the CP controller, i.e. "Call North CCT and cancel [change] my Blackstone times." Prompt notification of cancellations and changes is important to permit North contractors to attend to other duties when planned training cancel.

10.58.1.4. (Added) Changing or Canceling Blackstone AAF Times. Crews utilizing Blackstone AAF will immediately notify the Blackstone POC if mission changes occur using the most expeditious method available (e.g. phone, radio contact, ALE/AERO-I or relay through C2). If using Command Post to relay cancellations or changes, be explicit and directive with the controller, i.e. "Call Blackstone Tower and cancel [change] my 1600-1700z Blackstone times."

10.58.1.5. (Added) Extending Training Missions. To avoid impacting aircraft turn times, obtain approval from command post before extending any training flight beyond scheduled termination time.

10.58.2. (Added) Local training missions should yield to scheduled mission departures, local airdrop missions and any controlled departures.

10.58.3. (Added) Aircrews will coordinate with CP to extend any training flight beyond scheduled termination time.

10.58.4. (Added) After landing, aircrews will advise command post of accrued flying time and whether the scheduled training was completed. If the mission was incomplete, include the reason why the training was incomplete. The training incomplete message should be succinct, but include enough details to allow Group/Wing leadership to identify trends/limiting factors, especially where outside agency performance is a factor (i.e. tanker units, training airfields, etc.).

Section 10E–Airland Missions (Added)

10.59. (Added) Assault Landing Zone (ALZ) Operations.

10.59.1. (Added) If the mission computer provides ground roll versus landing distance data for the selected runway, the runway must be marked in accordance with AFI 13-217 and assault procedures must be executed (i.e., touching down in the first 500 ft followed by maximum effort braking).

10.59.2. (Added) ALZ landings may be accomplished with one or more thrust reversers pinned or brakes capped provided the MC TOLD provide appropriate ground roll distance. Pilots will insure the MC non-standard TOLD pages reflect the proper aircraft configuration.

10.59.3. (Added) For unilateral training, assault landing zone procedures are limited to North Field, Moses Lake, Patrick AFB, Altus AFB, and Blackstone AAF. Exceptions may be approved on a case-by-case basis by 437/315 OGV. Operational missions, including JA/ATTs, are unrestricted. Do not use assault landing zone procedures at civilian airfields, airfields without crash/fire rescue, or uncontrolled airfields. This does not preclude aircrews from flying full flap approaches at these airfields.

10.59.4. (Added) Aircraft commander mission evaluation and currency assault landings must be accomplished on an actual assault runway (maximum length of 5,000 feet and a maximum width of 100 feet). EXCEPTION: Patrick AFB and Blackstone AAF may be used.

10.59.5. (Added) First pilots may accomplish assault landings to the painted ALZ on RWY 06/24 at North Field under the supervision of an instructor, but will not log these as currency events.

10.60. (Added) Combat Offload of CDS Containers. CDS containers (and like items) will only be combat offloaded with the aircraft ramp in co-planer position. This applies to aircraft with or without the enhanced container vertical restraint (ECVR) system. Loadmasters will not actuate the gate release switch until after positive forward aircraft movement/motion is detected

Section 10F–Airdrop Missions (Added)

10.61. (Added) Ballistics.

10.61.1. (Added) Element Weight: The element weight loaded into the airdrop ballistics page will be the rigged weight of the platform.

10.61.2. (Added) Fuselage Station: When loading fuselage station (STN) data into the airdrop ballistics page, use the fuselage station at the center of the platform.

10.62. (Added) CARP Verification Procedures.

10.62.1. (Added) Pilots will coordinate no-drop parameters prior to each airdrop mission.

10.62.2. (Added) All airdrop qualified pilots will carry and use a DZ mosaic with a grid to plot CARPs for all actual airdrops to the maximum extent possible.

10.62.2.1. (Added) Plot the MC computed CARP with reference to the grid overlay. This position should be correlated with ground references, reviewed by both pilots prior and used to back up MC performance. This procedure does not constitute a visual drop, but is merely a way to visually identify the MC generated CARP.

10.62.3. (Added) When the use of a DZ mosaic is impractical, mission commanders/aircraft commanders will ensure a detailed route study using most appropriate chart is accomplished.

10.62.4. (Added) If the aircraft flight director course guidance is not tracking to the plotted release point, as confirmed by visual ground references, or when the aircraft arrives at the plotted release point and the MC has not begun the airdrop sequence (CAWS counting or HUD countdown in progress), the crew will initiate a no-drop. Annotate the MC FOM and the NAV ERR figures on the AD PROGRESS page. Further airdrops may be attempted if the source of the navigation error can be identified and deselected for update. Notify 437 OSS/OSK and 437 OG/OGV as soon as possible after the mission.

10.63. (Added) Container Delivery System (CDS) Airdrop. 437/315 AW aircrews are limited to a minimum CDS drop altitude of 550 feet AGL on formation airdrops for any training mission (JA/ATT & local). For contingencies, the drop altitude will be at the discretion of the DIRMOBFOR. For single-ship operations, comply with AFI 11-231, *Computed Air Release Point Procedures*.

10.64. (Added) Conversion of DZ Coordinates in the C-17.

10.64.1. (Added) The C-17 MC coordinates are all aligned and displayed in WGS-84 datum/spheroid; the C-17 does not accept coordinates in any other format. Thus, coordinates in any other system, such as Clarke 1866, are assumed to be WGS-84 and can be several hundred yards off. The POSITION CONVERSION page of the MC does not convert a coordinate from one datum/spheroid to another. It merely converts a lat/long coordinate to a Military Grid Reference System coordinate within the same datum/spheroid.

10.64.2. (Added) CFPS provides a simple and quick method to convert coordinates from one spheroid/datum to another using the "GEO-Coordinate Conversion" page. (A complete description of how to use this function is available on the tactics web page.)

10.64.3. (Added) All crews using DZ surveys with coordinates other than WGS-84 will:

10.64.3.1. (Added) Use CFPS to convert the coordinates to WGS-84

10.64.3.2. (Added) Confirm the coordinates derived with a wing tactics or evaluator pilot

10.65. (Added) Data Verification. Airdrop data will be entered by one pilot and verified by another airdrop qualified pilot crewmember.

10.66. (Added) Discrete Interplane. Have Quick or Secure Voice should be used for interplane communications during all formation flights. 292.0/TBD are the assigned interplane frequencies for Charleston local training sorties. 340.6/141.7 are authorized for SOLL II missions

10.67. (Added) Dry Pass Door Operations. Opening the doors for dry passes may be accomplished at the discretion of the mission/aircraft commander.

10.68. (Added) Formation Debrief. All pilots will attend the formation debrief. If a malfunction or incident occurs, the loadmaster involved will also attend.

10.69. (Added) IFR Drops. If a descent below the MEA or IFR minimum vectoring altitude is required to attain drop altitude, the following will be included as part of the tactical briefing or serial update briefing:

10.69.1. (Added) Locations of the DZ entry, earliest descent, latest decent, and DZ exit points.

10.69.2. (Added) The locations and elevations of the controlling obstacles used to determine the drop altitude and the DZ entry and exit points.

10.70. (Added) Instructor Upgrading. Airdrop pilots must be lead qualified and certified before upgrading to airdrop instructor.

10.71. (Added) Malfunctions/Incidents/Off-DZ Drops.

10.71.1. (Added) An airdrop malfunction is defined as any complete or partial failure of:

10.71.1.1. (Added) The aircraft airdrop system.

10.71.1.2. (Added) Any piece of airdrop equipment.

10.71.1.3. (Added) Personnel or cargo rigging to function as designed before or after the drop regardless of the after-impact condition of the individual or equipment.

10.71.2. (Added) An airdrop incident is defined as:

10.71.2.1. (Added) An injury or death to a crewmember or other personnel.

10.71.2.2. (Added) Damage to aircraft equipment or aircraft structure.

10.71.2.3. (Added) Damage to the airdrop load or related airdrop equipment.

10.71.2.4. (Added) A suspected or actual off-DZ drop regardless of proper functioning equipment.

10.71.3. (Added) Crews will immediately notify Charleston AFB command post and the nearest command and control center when an incident occurs. Upon notification of an airdrop incident, command post will initiate the quick response checklist (QRC) and contact the on-call OSS/OSK and OG/OGV representatives, aerial delivery AF JAI maintenance specialist, and AW/SEF. OSK will determine whether an aircraft inspection is required before subsequent flights

10.71.4. (Added) Unless a greater hazard exists that would risk injury to personnel or cause further damage to the aircraft, crews will not de-rig the aircraft or reposition or adjust the airdrop systems or equipment. Record the complete mission computer Airdrop Recall page and download the mission history. Unless advised otherwise by OSK or OGV, terminate the mission and return to the nearest base where assistance can be received.

10.71.5. (Added) The DD Form 1748-2, **Joint Airdrop Malfunction Report (Personnel-Cargo)**, will be used to report airdrop malfunctions and incidents. Aircrews will describe the incident in as much detail as possible.

10.71.6. (Added) All airdrop system malfunctions and damage to equipment require an entry in the AFTO Form 781. Mark or tag any malfunctioning ADS component or damage to the aircraft or its equipment so that it can be inspected, corrected and repaired by maintenance personnel.

10.71.7. (Added) The mosaic/stick diagram, mission computer Airdrop Recall data, mission history disk, weather sheet, crew orders, load plan, DD Form 365-4, **Weight and Balance Clearance--Transport**, DD Form 1748, **Joint Airdrop Inspection Record (Platforms)**, and release point coordinates (for cut-away

chutes or jettisoned loads) will be attached to the DD Form 1748-2 and delivered to OSK for all airdrop malfunctions or incidents immediately upon landing and prior to entering post-mission crew rest

10.71.8. (Added) The aircrew will not airdrop again until cleared by OSK and OGV. During unilateral training missions, if a drogue malfunction occurs and the Aerial Delivery System did not contribute to or cause the malfunction, the mission may continue with the concurrence of the mission commander/aircraft commander.

10.72. (Added) Mission History Data. All aircrews will document airdrop results on the mission history form. Squadron Unit Control Centers will fax a copy of the completed airdrop mission history forms to 437 OSS/OSK. As a minimum, the following items will be included:

10.72.1. (Added) Total number of TOTs

10.72.2. (Added) Number of TOTs within ± 1 minute of the scheduled TOT

10.72.3. (Added) Total number of drops

10.72.4. (Added) All off DZ airdrops.

10.73. (Added) Mission Review. Pilots will review navigational checkpoints, obstructions, emergency escape actions, drop parameters and conduct a thorough target study, which includes the location of initial point and the no drop parameters for each drop.

10.74. (Added) North Auxiliary Field Restrictions. For unilateral training, all North Field DZs must be visually acquired for execution of actual airdrops.

10.75. (Added) Operational Risk Management (ORM) Matrix.

10.75.1. (Added) The airdrop ORM matrix will be used in conjunction with locally developed ORM matrices that assess risk to non-airdrop missions.

10.75.2. (Added) The mission commander (MC) will calculate the operational risk for the mission by using the AMC airdrop ORM matrix during mission planning and is responsible for obtaining the appropriate approval prior to mission execution.

10.76. (Added) Pole Knife.

10.76.1. (Added) Aircraft commanders will ensure the Fulton pole knife assembly is carried onboard the aircraft for all heavy equipment airdrop operations. During normal duty hours, the knife and pole assemblies may be signed out from the Nav Services area of Base Operations (Base Ops). After normal duty hours, or at times when Nav Services is closed, check knife and pole assemblies out from the Base Ops flight dispatch area.

10.76.2. (Added) Loadmasters will identify and mark any pole knife that is unserviceable.

10.76.3. (Added) There is a pole knife positioned at Pope AFB in case the onboard pole knife signed out at home station is found to be unserviceable, or if a change in mission tasking occurs while at Pope. Aircrew requiring this pole knife should contact the Pope AFB Transient Tactics Office (DSN 424-8212). Their office is located immediately adjacent to the pilots planning room in building 900. The Transient Tactics office will contact the 437 OSS/OSK on-call Loadmaster via Charleston command post to receive authorization to sign out the knife. The pole knife, must be returned to Transient Tactics' control before departing from Pope AFB.

10.77. (Added) Personnel Alibi Reporting.

10.77.1. (Added) During joint airborne operations, the army ground commander must be able to determine the number of personnel (alibis) who did not jump from the aircraft.

10.77.2. (Added) When required, the aircraft commander/mission commander will only report the total number of alibis to the STT or DZST at the completion of the final pass over the DZ. If relay of this information conflicts with formation procedures or in any way jeopardizes safety, delay the report as necessary.

10.77.3. (Added) This guidance is for peacetime exercises only and not intended for contingencies or when the OPORD, SPINS, etc., directs radio silence.

10.78. (Added) Station Keeping Equipment (SKE). SKE frequency and slot numbers for all formations departing Charleston AFB are assigned in the "General Remarks" section of the Wing AOD.

10.79. (Added) T-10D/MC-1D/MC-1E Parachute Information. Some parachutes have been fielded with a Universal Static Line modification allow them to have the capability to use a 15' or 20' static line length. Parachutes that have the modification are designated with a "D" or an "E" suffix (e.g. T10-C becomes T-10D, MC-1B becomes MC-1E and MC-1C becomes MC-1D). When entering ballistic data into the mission computer, use the data for the host parachute.

10.80. (Added) Taping of the Paratroop Door/Jump Lights During Personnel Airdrop.

10.80.1. (Added) Follow the procedures for inspecting paratroop doors in the Personnel Airdrop Preparation and Loading Checklist (Dash-1). If the door is in need of repair, turn it over to maintenance or do not drop from that door. Maintenance has specific procedures (TCTO) for repairing the door that requires an epoxy-based filler, not speed tape. Do not use tape to cover an area that does not pass the inspection.

10.80.2. (Added) Do not allow the user to put tape on the paratroop door. If the jumpmaster or safety has an area of concern with the door they can reject it and not jump, but they will not use tape to cover any portion of the door.

10.80.3. (Added) Users will not be allowed to tape over any of the jump lights. The aircrew may apply tape to the jump lights to reduce the intensity, but will not completely cover any light nor turn any light off.

Section 10G–Aerial Demonstrations/Static Displays (Added)

10.81. (Added) Aircraft Commander Briefing.

10.81.1. (Added) Prior to home station departure, the aircraft commander(s) will accomplish the following:

10.81.1.1. (Added) Review and comply with AFI 11-209 and AFI 11-246 V6.

10.81.1.2. (Added) Receive a briefing on the event requirements from the scheduling OPR. This briefing will cover, as a minimum, operational risk management (ORM), AMC/DO aerial demonstration approval, latest aerial demonstration profiles (437/315 OGV briefed) and an airshow point of contact.

10.81.1.3. (Added) Aircraft commanders will brief as a minimum the required copilot, safety observer and loadmaster duties for the aerial demonstration.

10.82. (Added) AMC Standard Aerial Demonstration Profiles.

10.82.1. (Added) Standard aerial demonstration profiles have been developed for use during military and public events governed by AFI 11-209 and its AMC supplement. AMC standard profiles will be flown

unless there is an operational need to deviate or the profile cannot satisfy event demonstration requirements. Units intending to use a nonstandard profile must provide rationale and clearly define the profile to be flown (altitudes, airspeeds, aircraft configuration, maneuvers, etc.) when requesting the event participation approval from AMC/DO. Aerial demonstration profiles will not be changed without prior approval from 437/315 OGV.

10.82.2. (Added) The standard aerial demonstration profiles are available on the HQ AMC/DOOO web page at http://amc.scott.af.mil/do/doo/dooo/airshow_profiles.htm. Units may submit changes to these profiles, or submit additional profiles for consideration as AMC standards, through their NAF/DO to HQ AMC/DOO. ANG and AFRC (non-associate) units are highly encouraged to adopt these profiles for their use in support of this standardization effort.

10.83. (Added) Crew Selection.

10.83.1. (Added) Commanders will select highly qualified aircrew members who possess proper military bearing and ability to communicate with the public. Commanders will select a maximum of three aerial demonstration aircraft commanders. Aerial demonstration aircraft commanders will be instructors or evaluators. There is no limit on the number of copilots, safety observers and loadmasters, however commanders should select copilots/safety observers who have the skills to eventually upgrade to aerial demonstration aircraft commander.

10.83.2. (Added) Certification Requirements. Pilot and copilot aerial demonstration candidates require a review and certification board as well as an AF Form 1381 entry in their Flight Evaluation Folder.

10.83.3. (Added) Aerial Demonstration crews (Pilot, Copilot and Safety) that have not practiced as an integral crew will not perform at an actual airshow without OG/CC approval. Aircraft commanders will thoroughly brief the loadmaster prior to performing any aerial demonstration profile.

10.84. (Added) Off-Station/Public Static Displays.

10.84.1. (Added) AGS will load one set of static display signs on the aircraft. Aircrews will ensure the signs are displayed IAW AFI 11-209. After completion of the static display, the aircrew will return the signs in the canvas case to AGS Support Equipment Branch.

10.84.2. (Added) Aircrews will prepare aircraft IAW TO 00-80G-27, *Make Safe for Static Display C-17A*. A copy is maintained in each flying squadron DOV publications library and in the aircraft TO container.

10.84.3. (Added) Crewmembers will ensure guests do not tamper with aircraft components, smoke on or near the aircraft or leave behind FOD.

10.84.4. (Added) If side emergency escape hatches are removed for lighting and ventilation, install the nylon safety straps at each open exit.

10.84.5. (Added) If unable to comply with the above requirements, AFI 11-209, or TO 00-80G-27 restrict access to the cargo compartment and within 10 feet of the aircraft.

10.85. (Added) Restrictions.

10.85.1. (Added) Aerial events will not be flown without specific approval of the 437/315 AW/CC. The Aerial Demonstration Program is managed by 437/315 OGV.

10.85.2. (Added) Weather. At least 2,500 feet ceiling and 5 statute miles visibility. Terrain and the nature of the event may dictate higher minimums.

10.85.3. (Added) Minimum Altitude. 1,000 feet AGL for formations; 1,000 feet AGL for single aircraft over congested areas; 500 feet over non-congested areas.

10.85.4. (Added) Maximum Speed. 250 KCAS (300 KCAS with FAA waiver and AMC/DO approval) or V_{max}, whichever is higher.

10.85.5. (Added) Maneuvers. Aerial reviews and fly-by are not intended to demonstrate the performance limits of the aircraft. Aircraft commanders will operate the aircraft IAW flight manual procedures. In no case will an aircraft commander respond to an impromptu request for changes to the program that would result in the execution of maneuvers not previously briefed by OSO or approved by OG/CC.

10.85.6. (Added) Refer to AFI 11-209, *Air Force Participation In Aerial Events*, and AFI 11-246 V6, *Air Force Aircraft Demonstrations (C-17, C-130, C-141, C/KC/NKC-135, UH-1)* for additional restrictions.

10.86. (Added) Upgrade/Training.

10.86.1. (Added) Aerial demonstration aircraft commander candidates will review AFI 11-209, AFI 11-246 V6, AMCI 11-208, AFI 11-202Vol 3, AFI 11-401 and AMC-approved procedures for aerial demonstrations with a 437/315 OGV aerial demonstration qualified aircraft commander. The candidate will demonstrate, as a minimum, both AMC/DO-approved profiles (air-to-ground [10-minute profile] and ground-to-ground [12-minute profile]) to a 437/315 aerial demonstration qualified instructor pilot.

10.86.2. (Added) Aerial demonstration copilot/safety observer candidates will review AFI 11-209, AFI 11-246 V6, AMCI 11-208, AFI 11-202C-17Vol 3, AFI 11-401 and AMC approval procedures for aerial demonstrations with the squadron's aerial demonstration POC (normally a squadron stan/eval pilot). The candidate will perform copilot/safety observer duties during, as a minimum, both AMC/DO-approved profiles (10-minute air-to-ground profile and 12-minute ground-to-ground profile) to an aerial demonstration qualified instructor pilot (normally a squadron stan/eval pilot).

10.86.3. (Added) Aerial demonstration upgrade and proficiency training will only be accomplished at North Field. Exception: Proficiency profiles conducted in conjunction with an AMC/DO-approved air-show provided all required crewmembers are current and qualified.

10.86.4. (Added) Loadmasters do not require any additional training prior to performing loadmaster duties during an aerial demonstration.

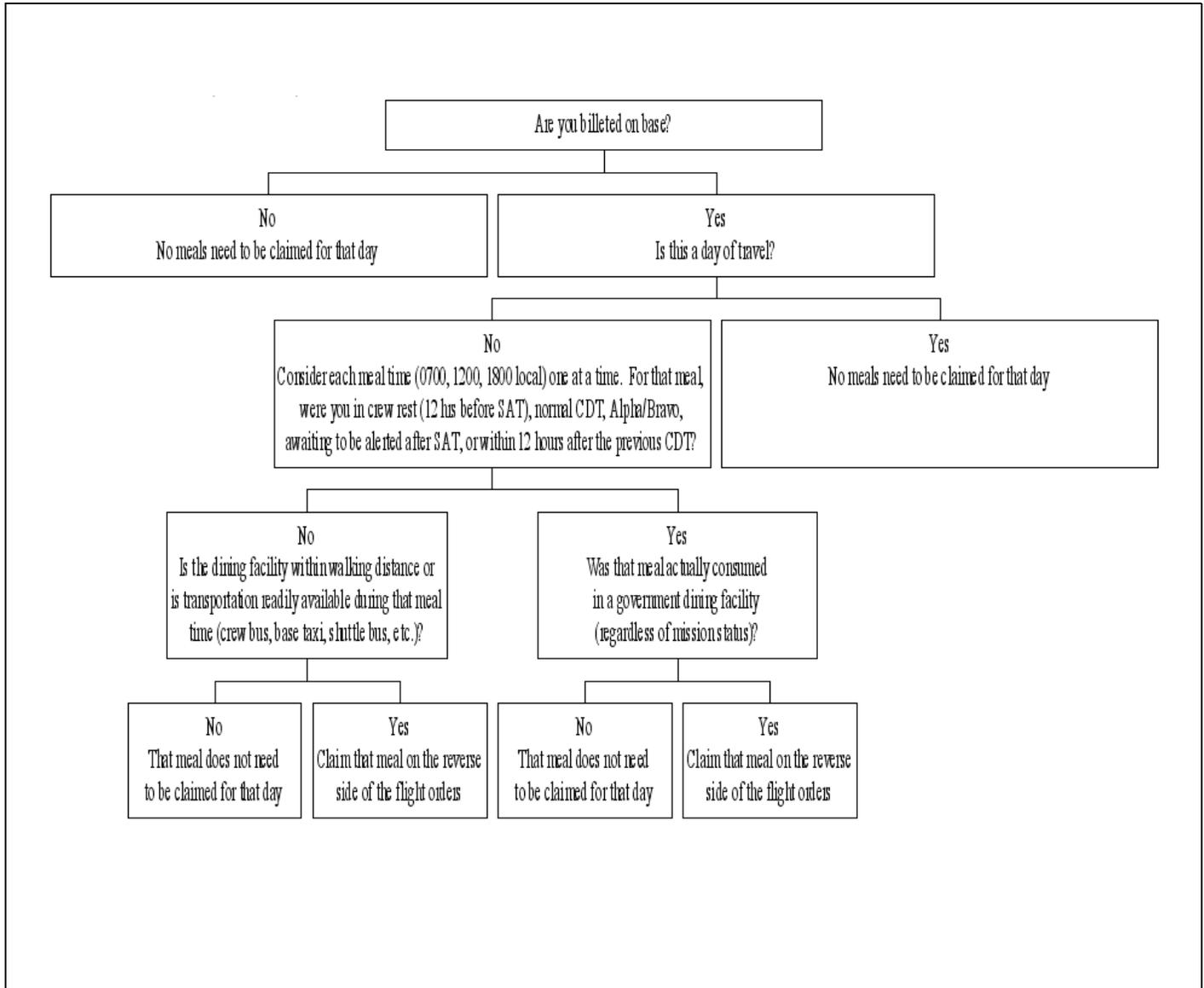
Attachment 2 (Added)

MEAL DECISION CHART FOR CREWMEMBERS ON FLIGHT ORDERS

A2.1. (Added) Purpose.

A2.1.1. (Added) This guidance is produced to assist aircraft commanders and crewmembers in standardizing and simplifying proper documentation of government-provided meals while on aircrew orders.

Table A2.1. (Added) Aircrew Meal Decision Chart.



Notes

1. SAT denotes Scheduled Alert Time and CDT denotes Crew Duty Time.
2. Midnight meal is not considered for meal availability purposes.
3. Any meal consumed in a DOD dining facility must be claimed. MREs must also be claimed.

4. Continental breakfasts and flight lunches are not considered government-provided meals.
5. Crewmembers on flight orders assigned primarily to ground duties (SID commander, deployed commanders and staff, etc.) should contain the statement “Partial government meals are available and directed.” These personnel will use AF Form 2282, **Statement of Adverse Effect—Use of Government Facilities** to claim non-use of government dining facilities. Instructions are provided on the reverse side of the form.

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