

BY THE ORDER OF THE COMMANDER



**AIR MOBILITY COMMAND
INSTRUCTION 11-206**

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Flying Operations

MOBILITY FORCE MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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OPR: 436 OSS/OSO (GS-11, Michael D. Holt)

Certified by: 436 OSS/CC
(Lt Col Milton C. Abbott)

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AMCI 11-206, 1 June 1999, is supplemented as follows: This supplement provides policies and responsibilities for the areas concerning the planning, scheduling and tasking of TACC missions and local training sorties for the 436 AW and 512 AW.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

3.1.1. Any deviations from these policies or responsibilities will be waived only by the 436 OG/CC. Deviations that impact the 512 AW missions require 512 OG/CC concurrence.

3.4. Current Operations (436 OSS/OSO) is responsible for:

3.4.1. Determining unilateral training requirements and ensuring assigned and gained aircrew training requirements are accomplished through the following methods:

3.4.1.1. (Added) A 512 AW representative will submit the associate wing's monthly training sortie requirements to the 436 OSS/OSO.

3.4.1.2. (Added) Current Operations will determine, in a fair and equitable fashion, the overall training schedule by blending requirements and inputs from 436 OGS, 436 OSS/OST, and 512 OG.

3.4.1.3. (Added) A monthly scheduling meeting will be held approximately 1 month prior to execution, to deconflict the entire monthly training schedule. Every effort should be made to adhere to the agreed upon schedule, as any changes may adversely affect unit training and contracted "Fenced" aircraft numbers.

4.1. Current Operations is responsible for ensuring all higher headquarters mission taskings are distributed between the 436 and 512 AWs in a fair and equitable fashion. Current Operations will ensure the Ini-

tial Channel Buy is distributed with 60% of the available channels offered to the 512 AW. Add On/Drop Down missions will be allocated in a manner that keeps the level loading of the schedule consistent (Maximum consideration should be given to the 512 AW to fill those missions, which ideally fit their availability and training requirements to include add on/drop down missions that Dover AFB is tasked with outside of 96 hours of execution). It is the Current Operations charter to ensure that the commitment rate is commensurate with the negotiated "contract" levels as outlined by the AMC Aircrew/Aircraft Tasking System (AATS). Any deviations from the agreed upon rates will be coordinated through the 436 OG/CC and LG/CC.

4.10.1. All airshow missions will be coordinated and flown IAW AFI 11-209 AMC Supplement I. Airshows will be approved through the off-station trainer request form. Fly-by approval will be IAW the guidance set forth to AFI 11-209 in AMC Supplement I. Strict adherence to this guidance is required. The 512 AW will comply with the above and any additional AFRC policies and procedures. In all cases, the aircraft commander is responsible for all planning, approval and coordination of the mission.

5.4.4.1. Current Operations is OPR for the Dover AFB Wing Operations Plan (WOP). This information will be provided to base agencies NLT the 20th day of the month prior to execution.

5.4.4.2. A scheduling meeting will be held Monday through Friday at 0930 hours. This meeting will be chaired by the 436th Current Operations and attended by 3 AS, 9 AS, 512 AW, and APS. Details concerning the upcoming flying schedule will be discussed and priorities for all known flying events will be set. Local training mission aircraft priority will normally alternate between morning and afternoon. For example, if the active duty local receives aircraft availability priority in the morning, the reserve local will receive aircraft availability priority in the afternoon, and vice versa. The daily priority will be based on daily squadron training requirements as discussed at the 0930 daily scheduling meeting.

5.4.4.4. Although Current Operations is the primary planner, the aircraft commander is ultimately responsible for ensuring all mission planning has been accomplished prior to departing Dover AFB. This includes, but is not limited to, obtaining an Intel/Tactics briefing, verifying PPRs, weight waivers, diplomatic clearances, checking airfield restrictions, airspace requirements, NOTAMS, Foreign Clearance Guide restrictions, etc. A mission briefing will be accomplished IAW the FCB and AFI 11-2C-5 Vol III, Chap 6. If a reserve aircraft commander is unavailable for the mission briefing, the reserves will send a pilot/scheduler who will relay the information to the aircraft commander. In addition, Current Operations will provide a mission folder to the squadron for all TACC tasked missions no later than 24 hours prior to departure. For short-notice missions, planning tools/links are available on the Base Operations computer. The mission folder will include:

5.4.4.4.1. Form 59.

5.4.4.4.2. Diplomatic clearance worksheet.

5.4.4.4.3. 436 AW mission directive.

5.4.4.4.4. 436 OG mission risk assessment factors.

5.4.4.4.5. Condensed station notes.

5.4.4.4.6. Jeppesen, if required.

5.4.4.5. The squadron flying an off-station trainer is responsible for planning the mission. This planning includes, but is not limited to, determining airfields to be transited, obtaining PPRs, weight waivers, diplomatic clearances, verifying airfield restrictions, and airspace requirements. The squadron is responsible

for requesting the off-station trainer using the OSO generated request form. This form must be completed and routed as specified on the form NLT 10 working days prior to departure. The planners of these missions will ensure that the aircraft is scheduled home according to the monthly plan set forth at the scheduling meeting. This will enable Current Operations to maintain the contract fence numbers with no resultant loss of training. Current Operations will ensure the off-station trainer is properly annotated on the WOP and daily flying schedules. Current Operations will enter the trainer into GDSS or C2IPS.

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

AATS—Aircraft Aircrew Tasking System

AFRC—Air Force Reserve Center

AMC—Air Mobility Command

APS—Aerial Port Squadron

AS—Airlift Squadron

AW—Airlift Wing

C2IPS—Command & Control Information Processing System

FCB—Flight Crew Bulletin

GDSS—Global Decision Support System

NOTAM—Notice to Airmen

OG/CC—Operations Group Commander

OSO—Current Operations

OSS—Operations Support Squadron

PPR—Prior Permission Required

TACC—Tanker Airlift Control Center

WOP—Wing Operations Plan

S. TACO GILBERT III, Colonel, USAF
Commander