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AFI 11-2KC-135V3, dated 1 December 1999 is supplemented as follows: This supplement implements local guidance for governing the **KC-135 OPERATIONS PROCEDURES** for the 22d Operations Group/931 ARG. This instruction is applicable to all 22 ARW, 931 ARG, and attached aircrews unless noted in the text. Forward all recommended changes to this supplement to 22 OG/OGV.

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10.2. (Added) **Command and Control.**

10.2.1. (Added) Mission Clearance Decision. The final decision to delay or cancel a training mission originating from McConnell AFB rests with the 22 OG/CC or designated representative. Aircrews will not depart the aircraft until receiving 22 OG/CC approval through the Command Post or Scheduling. For reserve aircrews, the 931 ARG/CC or the 931 ARG Operations Duty Officer will have the final decision to delay or cancel a reserve training mission. The 931 ARG will advise the appropriate base agencies of mission delays or cancellations. (Reference paragraph 2.4)

10.2.2. (Added) Rerouting or Diverting a Mission. For 22 ARW missions, approval authority for non-emergency diverts will be the 22 OG/CC. For 931 ARG missions, joint approval is required from both the 22 OG/CC and the 931 ARG/CC or 931 ARG/ODO (operations duty officer). (Reference paragraph 2.4.1)

10.2.3. (Added) Rerouting or Diverting a Mission. Do not delay your divert once bingo fuel is reached or during an emergency--even if you are still awaiting approval. Once a divert plan is formed, inform command post (Shocker Control) of your intentions. For 22 ARW missions, Shocker Control will notify the

22 ARW schedulers, 22 OG/CC, and 22 MXG. Command Post will ensure all required coordination occurs between schedulers, weather forecasters, MOC, 22 MXG, and the divert base to ensure divert aircraft have the required support. The duty scheduler will relay appropriate divert base weather, NOTAMS, and airfield advisories. For 931 ARG missions, Shocker Control will notify the 22 OG/CC and the 931 ARG/CC or 931 ARG/ODO. The 22 OG/CC and the 931 ARG/CC or 931/ODO will jointly ensure that all appropriate agencies are notified. (Reference paragraph 2.4.2)

10.2.4. (Added) Use of civilian airfields (including Wichita Mid-Continent) for divers, other than in an emergency situation, is highly discouraged. Civilian fields may not have suitable maintenance, security, or fuel. Furthermore, high fees may be imposed for landing, ramp space, fuel, etc. (Reference paragraph 2.4.2)

10.3. (Added) **Crew Management.**

10.3.1. (Added) Left Seat Training. Copilots current and qualified in the right seat, may be allowed to fly in the left seat under direct IP supervision when they have accumulated a minimum of 800 flying hours and the SQ/CC has authorized the training. Conduct training in conjunction with Level III of the Copilot Enrichment Program (CEP). The appropriate section of the CEP workbook must be completed prior to the start of the next phase of training. This does not require entry into a formal training program and a Form 1381 entry is not required. (Reference paragraph 3.1.1.3) (N/A 931 ARG)

10.3.2. (Added) Crew Complement. Minimum crewmembers for local non-receiver tanker (RT) or special ops (SOAR) flights are the aircraft commander, copilot, and boom operator. All SOAR missions will include a navigator. RT formal and continuation training missions, to the max extent possible should include a navigator. When scheduled local transition is more than 60 minutes, ACs may taxi back and release additional crewmembers. A minimum of three crewmembers must remain on the aircraft. For local transition-only sorties, minimum crewmembers include the aircraft commander, copilot, and another crewmember trained to perform shutdown procedures for the missing crew positions. At least one crewmember on board must be qualified to manually lower gear and flaps (qualified means the crewmember has been evaluated in flight). (Reference paragraph 3.2.1)

10.3.3. (Added) Standby Force Aircraft Generation (Contingency Alert). (Reference paragraph 3.8)

10.3.3.1. (Added) A maintenance Dash -6 and aircrew Dash-1 preflight will be completed on all generated primary/spare aircraft if time permits. A preflight crew designated by current operations can be used to conduct the aircrew preflight. (Reference paragraph 3.8)

10.3.3.2. (Added) After the preflight is complete, the aircraft commander will notify command and control who will notify the controlling agency. The aircraft will remain in a sealed posture with the crew entry chute and all hatches closed and will be referred to as "cocked on stand-by." The crew completing the preflight will document the aircraft forms with the following statement: "Aircraft cocked on by Rank, Name at hhmmZ, yyyyymmdd." The aircrew preflight portion remains valid if performed by one crew, cocked on alert, and launched by another crew. (Reference paragraph 3.8)

10.3.3.3. (Added) At a pre-designated time each 24 hours, alert aircraft will be checked using the Daily Preflight checklist. The assigned aircrew can perform the check during normal waking hours if they are on Alfa standby, otherwise a preflight crew designated by current operations will accomplish the check. (Reference paragraph 3.8)

10.3.3.4. (Added) No other maintenance or operational checks will be performed on the alert aircraft. If maintenance action is required on an alert aircraft, MOC will notify the command post controllers who

will then notify the duty scheduler. The duty IP or designated preflight crew will uncock the jet using the uncocking checklist. (Reference paragraph 3.8)

10.3.3.5. (Added) Uncocking an aircraft: Uncocking a “cocked on” generated aircraft is not a standard procedure, but may be accomplished on a case-by-case basis to deal with maintenance problems. The aircraft commander/ designated aircrew representative or duty IP should be present if access to the aircraft is required. Aircraft status must be monitored continuously to ensure the aircraft remains launch capable. When maintenance has diagnosed the problem as much as possible without uncocking the aircraft, necessary parts will be ordered from supply. To minimize downtime of uncocked aircraft, aircraft commanders or designated representatives will contact Shocker Control from the aircraft for permission once the necessary maintenance personnel are at the aircraft and the necessary parts are at the aircraft. Once contacted, Shocker Control will forward the request to the controlling agency (OG/CC, TACC, etc). As soon as necessary maintenance is performed, necessary checklist steps will be reaccomplished to return the aircraft to cocked status. Shocker Control will be informed when the aircraft is returned to status and will notify the appropriate controlling agency. (Reference paragraph 3.8)

10.3.4. (Added) Orientation Flights and Incentive Flights. MEGP (mission essential ground personnel) status should not be used for convenience in scheduling orientation flights for individuals who do not meet the definition and criteria for MEGP. MEGP status for maintenance personnel will be approved through the scheduling process. 22OSS/OSOS should maintain a two-year history of local sorties carrying MEGPs. If designated MEGPs are not current and qualified in aircraft egress training, a passenger monitor must be assigned. Further information on MEGPs can be found in AMCI 11-208. (Reference paragraph 3.9)

10.3.4.1. (Added) During overseas deployments, where no OG-level approval authority exists, detachment commanders may approve MEGP status for personnel on aircraft under their control. One copy of the written authorization (letter or orders) must be sent to 22 OSS/OSOS for filing. The 931 ARG/CC approves MEGP status for personnel on reserve associate sorties. A copy of the approved MEGP authorization must be forwarded to 22 OSS/OSOS prior to the flight. (Reference paragraph 3.9)

10.3.4.2. (Added) AMC/CC granted blanket approval to place Air Force officers awaiting UPT (APT) on point-to-point orientation flights, with their Wing/CC’s approval. This approval is provided when the Wing/CC signs the flying schedule each week. The APT’s name must appear on the flying schedule prior to the pre-pre scheduling meeting in order for this to occur. APT officers will be considered MEGP and listed accordingly on the unit’s flight authorization. They will accompany the aircrew and will not be required to process through the passenger terminal. 22 OSS/OSOS will compile the MEGP/APT information and forward it to HQ AMC/A3VK, via message, on a monthly basis. (Reference paragraph 3.9)

10.4. (Added) **Aircraft Operating Restrictions.**

10.4.1. (Added) Waiver Protocol. Command Post will relay all local waiver requests to the OG/CC. The crew should annotate the waiver number in the aircraft forms. (Reference paragraph 4.3)

10.4.2. (Added) Minimum Equipment List-Electrical System. Once airborne, if a generator fails, the air refueling may be completed, as long as the corresponding bus tie breaker remains closed and all equipment powered by the affected load bus continues to operate. If practical, accomplish a full stop landing at a base with KC-135R maintenance available to repair the generator prior to the next flight. Transition is not permitted. (Ref. Table 4.12)

10.5. (Added) **Operational Procedures.**

10.5.1. (Added) McConnell AFB takeoff and landing procedures. 22 OG/CC approval is required for any takeoff or landing when the measured runway RCR, within 75 feet either side of centerline, is less than 9. (Reference paragraph 5.15.3.3)

10.5.2. (Added) Taxi/tow procedures. 22 OG/CC approval is required to taxi an aircraft if the measured ramp or taxiway RCR is less than 7. 22 MXG approval is required to tow an aircraft, if the measured ramp or taxiway RCR is less than 7. (Reference paragraph 5.16)

10.5.3. (Added) Emergency fuel dump area and procedures are established in McConnell AFBI 13-201. For 22 ARW missions, the 22 OG/CC is approval authority for all non-emergency fuel jettisons. In the absence of the 22 OG/CC, approval authority is the 22 ARW/CC. For 931 ARG missions, joint approval is required from both the 22 OG/CC or 22 ARW/CC and the 931 ARG/CC or the 931 ARG Operations Duty Officer. (Reference paragraph 5.18.2)

10.5.4. (Added) Fuel Jettison Procedures. Documentation for all in-flight fuel jettison will be maintained by 22 OG/OGR. Aircraft commanders will submit fuel jettison documentation immediately after flight termination. (Reference paragraph 5.18.5)

10.5.5. (Added) BASH Program

10.5.5.1. (Added) Bird watch condition "moderate" is defined as concentrations of 5 to 15 large birds (waterfowl, raptors, gulls, etc.) or 15 to 30 small birds (terns, swallows, etc.) observable in locations that represent an increased potential for strike. No transition is permitted during bird watch condition moderate but you may land one to a full stop or complete an initial takeoff if the bird hazard location is out of your flight path. Approval must be granted by the OG/CC or higher to either take-off or land if the bird hazard is in your flight path. (Reference paragraph 5.20.1.2)

10.5.5.2. (Added) Bird watch condition "severe" is defined as high bird population (more than 15 large birds or 30 small birds) on or immediately above the active runway, or other specific locations (taxiways, in-field areas, and departure or arrival routes, etc.) that represent a high potential for strike. Approval to take-off or land in bird watch condition severe must be granted by the OG/CC or higher and is limited to operational necessity and emergencies. (Reference paragraph 5.20.1.3)

10.5.5.3. (Added) Phase I periods indicate non-migratory bird seasons (01Mar – 31Aug at McConnell). Phase II represents migratory bird seasons where large numbers of large bird species are present (01Sept – 28 Feb at McConnell). Phase II restrictions apply to McConnell and all locally approved transition airfields. Total number of missions that fall within this identified bird hazard window will be annotated and approved on the cover of the flying schedule. Additionally, scheduling will annotate OG/CC (931 ARG/CC for 931st ARG crews) approval of a takeoff or landing within the BASH window in the remarks section of the schedule. Takeoff and landing approval should only be granted due to operational necessity, ie. an AMC or TACC-tasks high priority mission with little or no timing flexibility. No transition is allowed within the BASH window. (Reference paragraph 5.20.2)

10.5.5.4. (Added) If a crew is delayed and slips into the BASH window, OG/CC (931 ARG/CC for 931st ARG crews) approval is required for takeoff or landing. (Reference paragraph 5.20.2)

10.5.5.5. (Added) If a crew is scheduled to takeoff or land in the BASH window and the bird watch condition increases to severe or moderate (with birds in your intended flight path) then you must be re-approved to takeoff or land by the OG/CC (931 ARG/CC for 931st ARG crews) or higher. Crews will coordinate re-approval through command post. (Reference paragraph 5.20.2)

10.5.5.6. (Added) McConnell's BASH program is detailed in O-PLAN 91-2 available on McConnell's intranet site under Safety. (Reference paragraph 5.20.3)

10.5.5.7. (Added) For any suspected bird strike, the aircraft commander will fill out AF Form 853. At the bottom/back of the AF Form 853 add the following information: geographical location of the strike, lost flight time, and lost training. Fax the form (front and back if required) to 22 ARW/SEF, x3312. (Reference paragraph 5.20.3.1)

10.5.6. (Added) Functional Check Flights (FCF) and Acceptance Check Flights (ACF). Unless a complete FCF is specifically requested, the FCF/ACF is only required to check those systems affected by maintenance, inspection, or modification. Prior to conducting an FCF, specific requirements will be reviewed by OGV or the most qualified instructor pilot available. The review will reference procedures in T.O. 1C-135(K)R-6CF-1 (Acceptance and/or Functional Check Flight Procedures) and T.O. 1-1-300 (Acceptance/Functional and Maintenance Operational Checks). (Reference paragraph 5.21.2.2)

10.5.6.1. (Added) Aircrew conducting FCF flights will receive ground training covering governing T.O.s, regulations, and checklist procedures prior to certification. Aircrew who are certified to conduct general FCF and/or PC FCF/ACF will be approved by 22 OGV. Certification will be annotated on the squadron's DPQA and a current list of crewmembers will be maintained at 22 OG/OGV. 931 ARG will approve 931st crewmembers. 931 OGV will maintain approval letters, and provide 22 OGV with a current list of 931st crewmembers. (Reference paragraph 5.21.2.5)

10.5.7. (Added) Operational Check Flights (OCF). LGQA determines the requirement for OCF flights and designates them appropriately on the wing schedule. OCF flights are subject to the following restrictions (based on guidance in T.O. 1C-135A-6 and T.O. 1-1-300):

The aircraft commander will be an instructor pilot or Phase II touch & go qualified AC. The crew will include an Instructor Boom if any air refueling boom systems are the reason for the OCF. Crew changes made on OCF sorties after the schedule has been approved will be coordinated with 22 OG/OGV. No cargo or passengers will be carried on an OCF flight.

Two crew briefings will be required prior to an OCF sortie. LSS maintenance scheduling will send the completed check-flight worksheet (ref MAFBI 21-111) to Ops scheduling, for the aircraft commanders initial review. Ops scheduling will return the worksheet to maintenance scheduling IF any special aircraft configurations are necessary. LGQA will brief the crew, at the aircraft, on the specific systems that generated the OCF and can be contacted beforehand for any clarifications at x4156 or x5959. The crew must also contact 22 OG/OGV to be briefed on T.O. 1-1-300 and local operational requirements.

Flights will normally be conducted during daylight hours in Visual Meteorological Conditions (VMC). Flights in IMC will be approved by OG/CC (931 ARG/CC for 931st crewed flights) on a case by case basis depending on the systems requiring the OCF.

OCF sorties will normally be planned with a fuel load that allows an immediate landing in case of aircraft malfunction.

The flight will be scheduled to takeoff and remain in the local pattern until the crew determines the affected equipment is operating properly and the aircraft is capable of mission accomplishment. At that point the crew may depart the pattern to accomplish a training sortie.

LGQA will attend de-brief for completion of necessary forms per MAFBI 21-111.

10.5.7.1. (Added) Boom OCFs. The following procedures will be utilized when performing Operational Check Flights on KC-135 booms. Ensure previous OCF guidance is adhered to: a. a. a.

Accomplish *After Takeoff* Checklist as normal.

After Level Off

Pilots set 275 KIAS

Lower boom normally, visually checking for any abnormalities

Extend boom to 10 feet

Ensure boom trails properly

Accomplish boom limits check

If limits check, add 5 units of trim

Ensure boom continues to trail properly

Accomplish another boom limits check

Extend and retract boom throughout the entire range

Stow boom

Note any abnormalities during each check and provide maintenance with a detailed description of any problems.

10.5.8. (Added) Quick-Turn Intervals and Over-fly Coordination.

10.5.8.1. (Added) A minimum of 4.5 hours is required to be scheduled between aircraft quick-turning to another sortie. Aircrews will make every effort to have the aircraft in the chocks NLT 4.5 hours before the next scheduled takeoff time. When takeoff time slips for any reason, crews must receive permission from scheduling to fly out their scheduled duration.

10.5.8.2. (Added) Crews should land at the scheduled land time. Aircraft Commanders may overfly/underfly up to 0.3 hours. Squadron CC/DO approval is required to overfly/underfly 0.4 to 1.0 hour. OG/CC must approve any overfly/underfly greater than 1 hour. 931 ARG crews will coordinate through 931 OST or 18 ARS/ADO.

10.6. (Added) **Aircrew Procedures.**

10.6.1. (Added) Clothing Requirements. The following clothing and equipment will be worn or carried aboard all flights: (Reference paragraph 6.1.2)

Boots, flying (winter/summer, or desert when approved)

Coveralls, flying

Jacket, flying

10.6.2. (Added) Clothing Requirements. When operating in the Arctic and Antarctic regions, crew members will wear or carry the following personal equipment: (Reference paragraph 6.1.3)

Gloves, flying, winter with wool inserts

Parka or winter flying jacket with hood, stocking cap, or any approved uniform hat that provides cold weather protection for your head and ears.

Thermal knit underwear, one set

10.6.3. (Added) Helmet HGU-55P and mask (with connector) required for all missions when parachutes are aboard the aircraft. (Reference paragraph 6.2.7)

10.6.4. (Added) Personal Flight Planning System (PFPS) Laptop Computer: The PFPS laptop computer, with required cables, should be carried on all off-station sorties to facilitate computation of takeoff and landing data and enhance the crew's ability to handle mission profile changes. 931 OST will designate 931 ARG missions requiring PFPS laptops.

10.6.5. (Added) Pre-mission Actions. All crewmembers must complete the local Theater Indoctrination Training Program before they depart for any overseas flying TDY. Log G290 on a Ground Events MAR after accomplishing the training/checklist. (Reference paragraph 6.3.1)

10.6.6. (Added) Upon completion of a TDY, the crew (or senior ranking officer for several crews) will file an unclassified trip report and forward a copy to 22 OG/OGV or 931 ARG/CC as appropriate. These trip reports are essential for passing current information on operations at various locations to the entire crew force. OGV will make the trip reports available on the OGV web site for submission to the appropriate section of Vol I, Part D, of the FCIF. Only one trip report is required to be filed for a multiple-ship TDY. Trip reports should remain in Part D for one year. (Reference paragraph 6.3.1.4)

10.6.7. (Added) Aircrew Publication Requirements. The following publications will be carried in flight or maintained as annotated. (Reference paragraph 6.4)

PUBLICATION	CARRY IN-FLIGHT	MAINTAIN
MAFBI 13-201	AC	AC
Flight Crew Bulletin	AC	AC
1-1C-1 Basic Air Refueling (A/R)	CP	ALL
1-1C-1-3, A/R Tanker	CP	ALL
1C-135(K)-1, Reference Flight Manual		ALL
1C-135(K)R(I), Inflight Flight Manual	CP	ALL
1C-135(K)R(I)-1CL-1/2/3, Checklist	ALL	ALL
1-1C-1-14, R/T Flight Manual	RCVR CP	ALL RCVR
1-1C-1-14CL-1/2/3, R/T Checklist	ALL RCVR	ALL RCVR
1C-135(K)R-1-1, Performance Manual	CP	AC, CP
1C-135-9, Cargo Loading Manual	B	B
1C-135-101, AFTO Form 76 Instruction	B	B
AFI 11-2KC-135V1, C/KC-135		Instructors

PUBLICATION	CARRY IN-FLIGHT	MAINTAIN
AFI 11-2KC-135V2, C/KC-135		Evaluators
AFI 11-2KC-135V3, C/KC-135	AC	ALL
AFI 11-202 V3, General Flight Rules	AC	AC
OG OI 11-219	AC	AC
OG OI 11-220	AC	AC
Aircrew Brochure	AC	AC

10.6.8. (Added) 22 OG/CC has granted approval for transition at the following bases/airports: (Reference paragraph 6.5)

LOCATION	CONTACT NUMBER
Amarillo Airport TX	(Commercial 806-335-4000/4001)
Clinton-Sherman Airport OK	(Commercial 405-562-4027)
*Forbes Field KS	(DSN 720-4663/4567)
Lincoln Muni NE	(Commercial 402-470-3480)
*Mid-Continent Airport KS	(N/A) (No Touch & Goes)
Offutt AFB NE	(DSN 271-3207/3240)
Roswell Industrial Airport NM	(Commercial 505-347-2817)
*Salina Airport KS	(Commercial 913-825-4806)
*Tinker AFB OK	(DSN 884-2191)
Whiteman AFB MO	(DSN 975-1861 for PPR number)

NOTE: * designates 931 ARG transition bases.

10.6.8.1. (Added) If a transition airfield is printed on the weekly flying schedule, 22 OG/CC (931 ARG/CC for 931st ARG crews) has granted approval for transition at that location. (Reference paragraph 6.5)

10.6.8.2. (Added) Scheduling will contact the 22 OG/CC (931 ARG/CC for 931st ARG crews) for approval anytime aircrews are requesting transition training at a base not on the weekly flying schedule and not included in the approved list. (Reference paragraph 6.5)

10.6.8.3. (Added) For Mid-Continent, merely request the approach from Wichita Approach Control. Touch-and-go landings at Mid-Continent are prohibited. (Reference paragraph 6.5)

10.6.8.3.1. (Added) Circling approaches at Wichita Mid-continent Airport (ICT). Local KC-135s will fly no lower than 2600ft MSL when flying the VOR 14, circling northwest for low approach to 19R at ICT for noise abatement. Circling southwest for approaches to runway 01 will remain as published. (Reference paragraph 6.5)

10.6.8.4. (Added) If conditions require off-station transition after airborne (e.g., traffic pattern saturation, weather, or bird hazards), aircrews will notify scheduling. Aircrews will forward place of intended transition, expected arrival and departure time, and estimated landing time back at McConnell. Scheduling will coordinate with the transition base, and notify the aircrew of approval or disapproval. When requested,

scheduling will relay airfield conditions, weather, NOTAMs, and bird status to the crew prior to their departure from the local area. (Reference paragraph 6.5)

10.6.9. (Added) Flight Crew Information File (FCIF). Use AMC Form 396 (FCIF Currency Record) to document the review of FCIF, volume 1. (Reference paragraph 6.7.1)

10.6.9.1. (Added) All crewmembers may review the FCIF book located at Base Ops or review the FCIFs on the OGV web site. Crewmembers unable to sign their *FCIF* AMC Form 396 prior to performing aircraft duties must place the current FCIF number and their initials next to their name on the record copy of the flight authorization, or on their additional crew member (ACM) orders. Follow up by signing the *FCIF* AMC Form 396 as soon as possible. (Reference paragraph 6.7.2)

10.6.9.2. (Added) Aircraft Commander Go/No Go Procedures. According to AFI11-202V2 AMC SUPP1, Aircraft Commanders will initial the *Go/No-Go* AMC Form 396 prior to each flight signifying the following Go/No-Go requirements are met for all crewmembers. The *Go/No-Go* AMC Form 396 will be separate from the *FCIF* AMC Form 396 and will be located at Base Ops for all Aircraft Commanders to initial. 931 ARG aircraft commanders will initial and date their AMC Form 396 located in Kanza Operations. Initializing signifies that: (Reference paragraph 6.7)

All crewmembers have signed off all applicable FCIF read file items

All crewmembers are current and qualified or supervised

All required briefing items have been accomplished

All crewmembers are medically cleared to fly

All crewmembers have required equipment and clothing.

All crewmembers are physically capable of performing the mission safely and have received sufficient crew rest.

All crewmembers are mission ready (deployments)

All crewmembers have received an intelligence update (deployments)

All crewmembers have completed deployment checklists (deployments)

10.6.9.3. (Added) Deployed FCIF Procedures. Before any deployment scheduled to last more than 30 days, the deployed operations officer will ensure an FCIF binder is created. All current McConnell FCIFs will be copied and placed in the deployed FCIF binder. Once deployed, contact OGV (DSN 743-6116) and provide them with the deployed location's fax number, e-mail address, and "voice" phone numbers as applicable. OGV will forward all new FCIF items to the deployed location for inclusion in the deployed FCIF. Deployed locations may use a spreadsheet or AMC Form 396 for crews to sign off the FCIF prior to each flight. The deployed FCIF will be maintained in addition to any theater FCIF/read file. (Reference paragraph 6.7)

10.6.9.4. (Added) Prior to each flight at the final deployed location, crews will sign-off the FCIF, signifying they have reviewed the theater FCIF/read file. This action will also signify the "deployed FCIF" has been reviewed. (Reference paragraph 6.7)

10.6.9.5. (Added) FCIF binders will be maintained at all primary EAF locations. Trips out of the primary EAF location(s) need not be supported with "deployed FCIF" binders. The deployed CC and DO will

determine how FCIF material will be relayed to crews away from the primary deployed location. (Reference paragraph 6.7)

10.6.10. (Added) Carry mission kits on all off-station missions. Squadrons will maintain a minimum of 6 mission kits unless the squadron commander determines more are dictated by mission requirements. Inventory mission kits prior to departure to ensure they contain sufficient quantities of mandatory forms, orders, and miscellaneous items to cover expected duration of TDY. In addition to the items required by the parent instruction, the mission kits will contain: (Reference paragraph 6.10.1)

22 ARW Aircrew Briefing Certificate/931 OGV approved form for 931 ARG

2 ARW Formation Briefing Certificate

ORM checklist.

AFMAN 11-217, Vol 1 & 2

DD Form 2131, Passenger Manifest

AF Form 4042, Applied Restraint Computations

AF Form 4044, KC-135 Cargo/Passenger Planning Data

10.6.10.1. (Added) 22 OG/OGS will maintain one mission kit for staff reference during deployments. The OGS mission kit will contain as a minimum, the contents required in the paragraph above. Additional items may be added based on OGS taskings. (Reference paragraph 6.10.1)

10.6.11. (Added) Crews will inventory route navigation kits. Ensure volumes aren't missing pages required for destination/alternate approaches. Route Navigation Kits/FLIP should not be stored in the aircraft latrine. (Reference paragraph 6.11.1)

10.6.11.1. (Added) Local area navigation kits will be used on local training sorties departing from and recovering at McConnell AFB. Local area navigation kits will include the following: (Reference paragraph 6.11.3)

US High/Low Approach Books, Chapter 6, 7, 8, 9, 12, and 13

1 set US High/Low Approach Books (Chapters 1 through 22)

2 IFR Supplement Books

2 US IFR Area Charts, A-1/A-2

2 sets of US IFR En route High Charts (H-1/H-3, H-2/H-4, H-5/H-6)

1 set of US IFR En route Low Charts (L-1 through L-27)

1 set of Civil SID/STAR Books

1 Flight Information Handbook (FIH)

1 Flight Information Publication AP/1B (Military Training Routes)

1 FLIP AP/1 Area Planning North and South America

3 US TCN High/Low Books when effective

1 US VFR Supplement Book

10.6.12. (Added) Aircraft commanders should use the approved 22 OG Form 54, 22nd Operation's Group Briefing Guide/Mission Summary. 931 ARG crews have the option of using the 931 OGV approved form. (Reference paragraph 6.12.2)

10.6.12.1. (Added) Cell formations should be briefed using the approved 22 ARW Cell Formation Briefing Certificate. (Reference paragraph 6.12.3.1)

10.6.12.2. (Added) Weather Web Site. McConnell Base Weather has developed a website aimed at streamlining the time necessary to perform pre-takeoff actions as well as enabling the future "one-stop" mission planning concept. Here are the ROE: (Reference paragraph 6.12.4)

For all CONUS sorties, Base Weather will post a completed weather briefing using MAFB Form 181 to the weather website located on the McConnell intranet 3 hours prior to takeoff. During the period from 1 Nov – 31 Mar, Base Weather will post the briefing 4 hours prior to takeoff to facilitate the deicing timeline. If an earlier "brief ready" time is needed, Aircraft Commanders will notify weather 12 hours prior to the desired "brief ready" time.

OCONUS sorties need to visit the Base Weather Station to receive a traditional face-to-face brief.

If needed due to forecast weather, alternates will include Offutt AFB, Tinker AFB, and Altus AFB. If an alternate or transition base other than these is desired, Aircraft Commanders will notify Base Weather.

10.6.13. (Added) The preferred navigation points for aircraft departing and arriving McConnell AFB between 0900L and 1600L are: (Reference paragraph 6.16)

Departures:

GOSSL	ICT/015/45	N38264	W097135
JAMEY	ICT/154/28	N37180	W097236
VARNR	ICT/249/40	N37349	W098240
KYLER	ICT/268/42	N37482	W098279

For departures through JAMEY, pilots will file JAMEY PER as the preferred departure route.

Arrivals:

CASSO	ICT /040/040	N38119	W096579
HUSKA	ICT 137/041	N37115	W097047
	ICT/212/028	N37229	W097572
HUTCHINSON	HUT	N37598	W097560

NOTE: Crews arriving from the southwest may get cleared direct Anthony VORTAC, ANY, Ch 112.9/76.

10.6.13.1. (Added) Aircrews should file the appropriate arrival fix, ICT, and then enter IAB or the approach fix from 0900L to 1600L. These preferred fixes do not restrict pilots from requesting direct routings to adjust mission timing. (Reference paragraph 6.16)

10.6.14. (Added) Local area radar approach guidance. Aircraft commanders will add the following to the remarks section of the DD Form 175: "REQ MULTI APCH IAB X+XX (expected transition time)." This provides Wichita Approach Control with advance notice of transition training at McConnell.

10.6.15. (Added) Crews can be exposed to severe weather while conducting ground operations (during preflight or upon landing). Command Post will notify aircrew of imminent severe weather via UHF channel 321.0. (Reference paragraph 6.21.5)

10.6.15.1. (Added) When lightning gets within 5 miles, command post will coordinate with transportation to evacuate all crews from the flight line. Crews that land when lightning is within 5 miles should be aware that maintenance will not marshal them to parking. Crews will have to coordinate with ground control for a place to park their aircraft. Primary parking should be on Delta row, which is close to a tornado shelter. If there is a severe weather advisory/warning or lightning is forecast to get within 5 NM, crews should coordinate for transportation to evacuate them from the flight line. If transportation is not available due to severe weather, crews should evacuate the aircraft to the nearest suitable shelter. If unable to evacuate to a shelter during a tornado warning, crews will take cover in a low-lying area. (Reference paragraph 6.21.5)

10.6.15.2. (Added) If a tornado warning is imminent or exists, command post will ensure all crews are aware of the severe weather warning. Airborne crews should be informed of any existing severe weather warning and should divert or delay landing until after the severe weather warning expires. Crews that are forced to land during severe weather will follow the above procedures for parking and evacuation. (Reference paragraph 6.21.5)

10.6.15.3. (Added) Crews should make every effort to land **prior** to severe weather getting within 5 miles of McConnell, or wait until the weather passes. This will provide maintenance the time to safely recover the aircraft, and transportation the opportunity to transport the crew off the flight line prior to severe weather impacting their operations. (Reference paragraph 6.21.5)

10.6.16. (Added) Fuel Conservation. Aircrews should *plan* their mission to full stop between 15,000 and 25,000 pounds of fuel, at their destination or alternate airfield. (Reference paragraph 6.22.1)

10.6.16.1. (Added) For cruise to and from air refueling tracks that do not allow 30 minutes of level flight at the optimum altitude, aircrews will plan the mission at the highest altitude possible that affords 30 minutes of level flight. (Reference paragraph 6.22.3.3)

10.6.16.2. (Added) Instructors should monitor aircrew adherence to fuel conservation procedures and discuss areas for improvement during the post mission debriefing. (Reference paragraph 6.22.3)

10.6.16.3. (Added) The standard ramp fuel load at McConnell AFB is 75,000 lbs. (Reference paragraph 6.22.4.1)

10.6.17. (Added) All McConnell AFB parking spot coordinates are located in **Attachment 3 (Added)** of this document. (Reference paragraph 6.23)

10.6.18. (Added) Aircraft Deicing. See OG OI 11-220. (Reference paragraph 6.24)

10.6.19. (Added) HQ AMC/DOV has developed an FM immunity checklist to deal with the challenges of navigational aids in the European theater. It is available in your in-flight guide or at <http://amc.scott.af.mil/do/doo/dooo/conops.htm> (Reference paragraph 6.34)

10.6.20. (Added) In-Flight Emergency Procedures. Declare emergencies as soon as practical. Advance notification is necessary for the base to provide support. This will ensure fire coverage is in place, the Duty IP is available, and the on-scene commander is in position. The aircraft commander will notify the McConnell AFB Command Post (Shocker Control UHF 321.0/311.0) as soon as aircraft control and conditions permit. Shocker Control is responsible for coordinating ground assistance, to include fire, medical, and technical support. (Reference paragraph 6.38.1)

10.6.20.1. (Added) Shocker Control/Duty IP will notify the 22 OG/CC of all inbound emergency aircraft. The 22 OG/CC (or 22 OG/CD, as appropriate) may report to the flight line to monitor the status of an emergency, as each situation dictates. For 931 ARG missions, Shocker Control will conference call the 22 OG/CC and the 931 ARG/CC. If on base, the 931 ARG/CC or 931 ARG/ODO will report to the flight line and assume control for 931 ARG missions. If not on base, the Command Post will maintain the conference call with the 931 ARG/CC or the 931 ARG Operations Duty Officer and the 22 OG/CC to facilitate joint decision-making until the termination of the emergency. (Reference paragraph 6.38.1)

10.6.20.2. (Added) Aircrews do not have to declare an emergency to utilize the Duty IP. If questions arise, aircrews may contact the Duty IP at any time. Under most KC-135 emergency situations, there is sufficient time to obtain assistance from the Duty IP and OG/CC approval prior to adjusting gross weight or landing. Aircraft commanders will wait until all local coordination is complete and OG/CC approval is received in these situations. In the absence of the 22 OG/CC/CD, approval authority is the 22 ARW/CC. For 931st missions, joint approval authority rests with the 22 OG/CC and the 931 ARG/CC or the 931 ARG Operations Duty Officer. In a catastrophic situation, the aircraft commander will not delay necessary actions to ensure a safe recovery of the crew or aircraft. (Reference paragraph 6.38.2)

10.6.21. (Added) Duty IP Program. See OG OI 11-219. (Reference paragraph 6.38)

10.6.22. (Added) Classified Material. Combat Crew Communications has inserted special instructions to 22 ARW tanker aircrews inside the front cover of the communications kit. These instructions cover communications kit check-out/turn-in; protecting COMSEC en route to and from aircraft; procedures to follow if a COMSEC incident is suspected; where to store COMSEC at bases where there is no authorized facility; and emergency destruction priority. They are classified and you will sign for these each time you check out a communications kit. Returning the data transfer device (DTD) with mode 4 and/or Secure Voice loaded and the CIK key installed is a violation of AMC handbook 33-1, "Classified equipment will be cleared before the aircrew leaves the aircraft or when it is no longer needed, whichever occurs first." A COMSEC violation can occur if a loaded DTD with CIK key is misplaced, lost, or mishandled. Turning in a loaded DTD with CIK key installed to Combat Crew Communications can be investigated as a COMSEC violation if they believe the DTD has been mishandled. Procedures on clearing COMSEC from a DTD can be found in the Data Transfer Checklist issued with each communications kit. Aircrew members will remove the CIK key when transporting the DTD. With the CIK key removed the DTD is no longer classified. (Reference paragraph 6.43.2)

10.6.22.1. (Added) Standard COMSEC equipment issued will be determined by Combat Crew Communication in conjunction with operational requirements. If the mission dictates nonstandard ComSec, the aircraft commander will coordinate with Combat Crew Communications and ensure the correct documents are issued. (Reference paragraph 6.43.8)

10.6.23. (Added) 22 ARW Aircrew Transportation Plan. This plan covers all active duty and Reserve flights departing from, or returning to, McConnell (including formation missions) with the exception of those missions processing through the mobility center.

10.6.23.1. (Added) When pre-mission activities are complete, a chauffeured crew bus will normally transport the aircrew from their squadron to the jet. Crews may self-bus if they are the last sortie of the day and they cancel the chauffeured crew bus with transportation.

10.6.23.2. (Added) Normally, the crew bus arrives at the flying squadron NLT 2+00 prior to the takeoff time listed on the flying schedule. The aircraft commander may adjust this time should crew composition, weather, cargo, passengers, or training dictate provided the crew arrives at the aircraft no later than 1+30 prior to takeoff and the aircraft commander informs transportation and MOC prior. For 931 ARG missions, the bus will depart the squadron NLT 1+30 prior to takeoff, and crews will arrive at the aircraft NLT 1+15 prior to takeoff.

NOTE: Aircraft commanders should talk to the Maintenance Operations Center (MOC) prior to departing for the aircraft. They should confirm aircraft status, parking, fuel load, takeoff time, and the time they will arrive at the aircraft to begin preflight. MOC will coordinate this information with the flight line so they will have the aircraft forms and crew chiefs at the aircraft at your arrival time.

10.6.23.3. (Added) On the return leg of the mission, while the aircrew taxis into the designated parking spot, they should contact transportation on Command Post frequency (321.0), and pass the call sign and parking spot.

10.6.24. (Added) General Pacer CRAG Procedures. (Reference paragraph 6.57)

10.6.24.1. (Added) Annotate high terrain within 50nm of course and within 50 nm of any AR track with a scheduled AR altitude below FL180. (Reference paragraph 6.57.1.3)

10.6.24.2. (Added) Emergency airfields will be annotated on enroute charts to facilitate the decision making during an in-flight emergency. Review NOTAMS for designated emergency airfields prior to flight to assess suitability. (Reference paragraph 6.57.1.3)

10.7. (Added) **Aircraft Security.**

10.7.1. (Added) Aircraft commanders will contact TACC for guidance when operating away from home station if difficulties are encountered in providing for adequate aircraft security. (Reference paragraph 7.4)

10.8. (Added) **Operational Reports and Forms.**

10.8.1. (Added) DD Form 791, Aerial In-flight Issue Log. Enter Aircraft Commander's rank and last name adjacent to the form title. In block #2 (Tanker), enter the squadron of the crew actually flying the sortie. For deployment operations, ensure tanker unit of assignment information is utilized instead of crew assignment. Deployed location procedures may vary from this guide. Aircraft Commanders and Boom Operators will compare, as needed, the completed DD Form 791 against the local guide (**Attachment 4 (Added)**) to ensure the form is complete and accurate prior to submitting with post-mission paperwork. (Reference paragraph 8.6.4)

10.8.2. (Added) The spectrum interference resolution program, covered in AFI 10-707, spectrum interference resolution program, establishes procedures to combat the effect of mea coning, intrusion, jamming, and interference (MIJI). Aircraft commanders encountering electromagnetic interference (EMI) will report it through the closest C2 center. (Reference paragraph 8.10)

10.8.3. (Added) Aircraft commanders will send reports via electronic message format. EMI reports for AMC and AMC-gained aircraft will be addressed to: HQ AMC Scott AFB IL//SCY// in addition to the other addressees listed in AFI 10-707. (Reference paragraph 8.10.1)

10.8.4. (Added) For suspected bird strikes, the aircraft commander will fill out AF Form 853. At the bottom/back of the AF Form 853, add the following information: geographical location of the strike, lost flight time, and lost training. Fax the form (front and back if required) to 22 ARW/SEF, x3312.

10.9. (Added) **Training Policy.**

10.9.1. (Added) Low Closed Pattern (LCP). LCP procedures are only authorized when runways 01L/R are active and the LCP altitude is 2200 MSL. Aircrews will use the following procedures: (Reference paragraph 9.2.1.)

Aircrews will request the LCP with tower prior to executing the maneuver (i.e. "Turbo 12 heavy, request right low closed")

Once cleared, aircraft will turn crosswind within 1.5 NM of McConnell AFB and climb to 2200 MSL. If unable to start turn prior to 1.5 NM of McConnell, aircraft will climb to 3000 MSL prior to turning over/past Beech.

Aircraft will remain within the Category E circling area (4.5 miles from any runway surface) while maneuvering for the LCP. If unable, the aircraft will climb to 3000 MSL for obstacle protection.

Proper runway displacement is necessary to prevent overshooting and affecting other inbound traffic.

10.9.2. (Added) When snow or ice has accumulated on the runway, a path at least 147' feet wide, with an RCR of 9 or higher, must be available to accomplish touch-and-go landings. (Reference paragraph 9.3.4.5)

10.9.3. (Added) Engine Out Limitations. SQ/CC may allow Experienced Copilots (ECP) to accomplish simulated in-flight engine-out approaches, missed approaches, and landings from the right seat under direct IP supervision. Before performing any engine out activity, squadron DOTs will process an AF Form 4023 and include it in the copilot's continuation training folder IAW OG OI 55-7. The SQ/CC or DO will sign Block 12 (Reviewer). This certifies the individual is an ECP, is progressing normally, has been approved to perform engine out traffic pattern activity in the right seat under direct IP supervision, and has been thoroughly briefed by an IP on asymmetric thrust and proper engine out procedures and techniques. Discussion of engine out related topics must be conducted before the events are accomplished. Annotation will also be made on the respective squadron's DPQA. (N/A 931 ARG) (Reference paragraph 9.4.2)

10.9.4. (Added) Engine-running crew change (ERCC) procedures. Off-going and on-coming crews must plan ahead and be ready to make the swap out.

10.9.4.1. (Added) The off-going crew will:

Notify Command Post of fuel and maintenance status 35 minutes prior to landing.

Land no later than scheduled landing time. Use all of runway/maximum flap setting possible.

Compute brake energy and cooling time.

Turn off the nacelle illumination lights and boom compartment window heat.

Brief on-coming crew on AFTO Form 781A entries, weather, fuel panel ops, and brake energy limits/cooling time remaining.

Leave FLIP and secrets, if required, (zeroizing all except Mode 4) on the aircraft.

Boom operators will NOT run the AFTER LANDING checklist, and will NOT install the nose gear safety downlock.

10.9.4.2. (Added) When only crewmembers will be offloaded or unloaded, it is the aircraft commander's decision whether the #2 engine will be shut down, based on safety considerations. Shut down the #1 and #2 engines when passengers will be offloaded or unloaded. Shut down all engines if stairs/VIP stand will be used. Keep the auxiliary power unit operating when all engines are shut down.

10.9.4.3. (Added) Complete all sections of AFTO Form 781 binder. Take the AFTO Form 781 (AFORM Aircrew Mission/Flight Data Document) to the Maintenance Debrief Office. Leave the AFTO Form 781 binder with the aircraft and ensure the maintenance discrepancies are written in the AFTO Form 781A section. All discrepancies should be thoroughly debriefed by the off-going crew, even though the 781 binder is still in the aircraft.

10.9.4.4. (Added) The pilot or copilot will remain in the seat with restraint harness fastened and guard the wheel brakes. Parking brakes will be set and interphone communications established with the ground crew, if available, prior to offloading personnel.

10.9.4.5. (Added) The on-coming crew will:

Contact Command Post to verify aircraft maintenance status, fuel load, parking location, and ERCC block time.

Receive a weather briefing, file, and pick up water.

Return FLIP materials and KYK-13 if required.

10.10. (Added) **Not Used.**

10.11. (Added) **Navigation Procedures.** Prior to use in-flight, test the Doppler/GSDI. (Reference paragraph 11.5)

10.12. (Added) **Not Used.**

10.13. (Added) **Boom Operator Procedures.**

10.13.1. (Added) Cargo Loading Procedures and Responsibilities. Currently, the Wing's Inflight Refueling Program Manager (IRPM) and OGV play an integral part in the oversight of cargo loading operations for all deploying aircraft to ensure loads are correctly planned, documented and loaded. (Reference paragraph 13.2)

- a. The lead squadron for all deploying aircraft, as depicted in the OSS scheduling program, will ensure all coordination and tasks are properly accomplished during each deployment, redeployment, CONUS/OCONUS TDY, Coronet, etc. Both the Wing IRPM and OGV will retain oversight and control of policy development regarding cargo coordination/loading operations within the 22 ARW. Squadrons will be responsible for day-to-day operations, but will not change existing policy. Any desired changes will be coordinated with the Wing IRPM or OGV boom operators. All coordination tasks will be conducted by the owning squadron as designated in the OSS scheduling program.
- b. Coordination and tasks consist of arranging/scheduling load teams, verifying equipment support (k-loaders, forklifts, high lifts, etc.), actual cargo loading/unloading, ensuring proper aircraft configuration, aircraft preparation, and maintenance support as required. Squadrons may request assistance from other air refueling squadrons as required.
- c. Each squadron will have qualified representation at the weekly task coordination meetings (TCMs) to discuss/deconflict deployment and cargo operations. Contact the Installation Deployment Office, 3308/3944 for information about these meetings.

10.13.2. (Added) Standardized Aircraft Configurations and Procedures. All assigned Boom Operators and support units will follow these procedures. The active duty and reserve air refueling squadrons, Wing Scheduling, Alternate Mission Equipment Section (DASH 21), 22 OG/OGV, and 22 LGTR have binders depicting the most commonly used computer generated aircraft configurations. Additionally, the computer generated worksheet master binder will be maintained by 22 OG/OGV and can be accessed on the OGV website under 22 ARW cargo configurations. Each computer generated configuration worksheet is labeled in the upper portion of the right hand column and will be identified as such when referring to a particular configuration, i.e. 4 Baggage Bin Config (4bb), DV Config 2 (2dv) etc. Wing Scheduling will make every effort to include the required aircraft configuration in the remarks section of the weekly flying schedule. This decision will be made using mission data at time of schedule development with the concurrence of the 22 OG/OGV Chief Boom Operator, or 931 ARG Chief Boom Operator for 931 ARG missions. Should the mission tasking require a configuration change, the Program Manager of the squadron owning the mission will, on mission planning day, select the most appropriate standardized computer generated configuration and personally coordinate with wing scheduling, maintenance scheduling, and DASH 21 equipment section to ensure they are aware of the change. This change must be identified to DASH 21 as soon as possible to ensure that the configuration change takes place. DASH 21 will configure the aircraft as requested and compute the adjusted weight and balance on the computerized configuration worksheet, placing it in the proper location of the affected aircraft's Weight & Balance binder, making it the latest weight & balance entry. DASH 21 will also be responsible for the removal of the computerized configuration worksheet when the aircraft is returned to normal day to day (standard) configuration. Should a mission tasking require aircraft configuration other than those depicted, coordination must be made with and approval given by 22 OG/OGV Chief Boom Operator, or 931 ARG Chief Boom Operator for 931 ARG missions. The requesting agency will provide detailed requirements to 22 OG/OGV Chief Boom Operator who, in turn, will develop a new computer generated worksheet, which will be provided to DASH 21 equipment section, for configuration of the aircraft. Exercise of this option must be kept to absolute minimum, as its use would defeat the purpose of standardized configurations. (Reference paragraph 13.2.1.4)

10.13.3. (Added) McConnell KC-135 Troop Transportation Limits. With a slick floor configuration and utilizing 6 baggage bins, 35 people is the maximum number of passengers. **Attachment 5 (Added)** contains further guidance. (Reference paragraph 13.4.3.3)

10.13.4. (Added) Additional Crewmember Requirements. During Pacer CRAG 3-Person operations, anytime passengers are carried, an additional crewmember must be added to the crew to act as a passenger monitor. The AMC Aircrew Brochure will be referenced during passenger operations, as it may contain additional guidance that may affect this policy. (Reference paragraph 13.5.2.1)

10.14. (Added) **Not Used.**

10.15. (Added) **Air Refueling.**

10.15.1. (Added) Air Refueling Communications Procedures. Unless tanker or receiver training requirements dictate otherwise, aircrews will use EMCON 2 procedures on local training missions for rendezvous and air refueling through first air refueling contact to disconnect. After the initial contact/disconnect, EMCON 2 procedures will terminate and EMCON 1 procedures will be followed for the remainder of the air refueling unless requested otherwise by the receiver. Aircrews will make every effort to coordinate EMCON requirements with the receiver unit during mission planning. For CCTS receivers or initial KC-135 receiver AR training, EMCON 1 should be used during all phases. (Reference paragraph 15.1.11)

10.15.2. (Added) 55WG "PAWNEE" A/R TRACK, Duroc, Shirley, Eureka, Bison, Truman, and Black Hills MOAs. Coordinates and procedures for these areas will be maintained by 22 OSS/OSOS. Crews may contact 22 OSS/OSOS (DSN 743-3115) for current information.

10.16. (Added) **Mission Planning.**

10.16.1. (Added) The local mission planning policies and timing factors in this supplement apply to active duty crews. 931 ARG mission planning requirements and show times will vary due to consideration for civilian work schedules. Cell Formation sorties with both active duty and Reserve crews will have a cell briefing time printed on the flying schedule, which all crewmembers are expected to attend. (Reference paragraph 16.1)

10.16.2. (Added) The 22 OSS/OSOK, Current Operations Plans, completes much of the premission planning on all 22 ARW OCONUS tasked missions, to include theater deployments, Coronets, and SAAMs (Capstones, Aeromedical Airlift, etc.). In addition, OSOK ensures that all redeployments are entered into GDSS and that Diplomatic Aircraft Clearance requests are submitted after coordination with deployed commanders. The CONUS taskings that OSOK plans, include homeland defense (i.e., Operation Noble Eagle), Coronets, and SAAMs (i.e., Aeromedical, START Treaties, etc.). Further, OSOK phone number(s) and POC are included in the remarks section of the OSS flight schedule on all missions planned by OSOK. The aircrew should call for clarification and to schedule a briefing time on applicable missions, and all coordination of mission details needs to be accomplished through the OSOK planners. All mission details and mission packages will be presented to the aircrew at the time of the briefing. (Reference paragraph 16.3)

10.16.2.1. (Added) 22OG/OGS plans all special operations missions, (i.e., Gen Bear, Hazy Tower, etc). All remaining missions are completely planned by the assigned squadron/aircrew (i.e., Business Efforts, PDM Input/Output, off-station stopovers attached to local trainers, etc.) This does not preclude 22 OSS/OSOK and/or OSOS from providing assistance in the planning processes if requested by the tasked ARS or aircrew. (Reference paragraph 16.3.1)

10.16.3. (Added) Mission Plan-Fly Sorties (MP/F); Sorties with scheduled formal training or evaluations should not be scheduled as MP/F. Every effort should be made to mission plan the day prior during the winter months where icing procedures may be in effect. (Reference paragraph 16.4)

10.16.4. (Added) All crewmembers will attend the weather briefing unless specifically excused by the aircraft commander. The aircraft commander will personally brief crewmembers excused from the weather briefing prior to flight. (Reference paragraph 16.7)

10.16.5. (Added) All crewmembers should attend the maintenance debrief and post-mission critique unless specifically excused by the aircraft commander. (Reference paragraph 16.8.2)

10.16.6. (Added) Post-mission paperwork. The aircraft commander will consolidate the mission paperwork and required forms in an envelope or folder for mission review. Include the following paperwork: (Reference paragraph 16.8)

- a. Post Mission Summary / 22 ARW Aircrew Briefing Guide
- b. Flight Orders (AMC FORM 41, Flight Authorization)
- c. 781 (AFTO FORM 781, AFORMS Aircrew/Mission Flight Data Document)
- d. MARs (Mission Accomplishment Reports)
- e. Tanker Activity Report (AF FORM 3578)
- f. 791 (DD FORM 791, Aerial Tanker In-Flight Issue Log) (Required for tanker missions)
- g. 664 (MC FORM 664, Aircraft Fuels Documentation Log) (Required for rcvr missions)
- h. TAPRs (AF FORM 4023, Aircrew Training Progress Report) (if applicable)
- i. Cell Briefing Certificate (if required)
- j. 200 (Form 8, formerly Form 200)
- k. Mission chart(s) (to include OPC 1, if applicable)
- l. ORM Worksheet

10.17. (Added) **Employment.**

10.17.1. (Added) 22 OSS/OSK is the OPR for the wing's tactics program. Mission-ready crewmembers are required to attend G060 "Tactics" training annually. Aircrew members going through the mission-ready qualification process will receive their initial G060 training at that time. (Reference paragraph 17.1)

10.17.2. (Added) 22 OSS/OSK responsibilities include: (Reference paragraph 17.2)

- a. Ensuring all unit aircrews understand tactics included in AFI 11-2 series, Volume 3 publications and appropriate volumes of AFTTP 3-1.
- b. Establish a unit TRB to review tactics and the unit's ability to apply them.
- c. Representing the unit at tactics conferences and appropriate regulation rewrite conferences.
- d. Provide a tactics library of reference and learning materials to aid wing aircrew members.

- e. Working with current operations, intelligence, and standardization to develop a local tactics training program.
- f. Provide local tactics training to squadron tactics instructors.
- g. Maintain a current list of all squadron tactics instructors.
- h. Provide current, in-depth, rigorous tactics simulator training materials to assist squadron instructors when teaching G270.
- i. Train squadron tactics instructors as simulator instructors/proctors.
- j. Coordinate attendance for Combat Aircrew Tactics Training (CATT) and Senior Officer Tactics Course (SOTC) with AMC and the Air Mobility Warfare Center (AMWC).

10.17.3. (Added) 22 ARW aircrew members will attend tactics simulator training (G270) annually. (Reference paragraph 17.3.2)

10.17.4. (Added) Squadron commanders will route exercise after-action reports through 22 OSS/OSK for coordination, prior to submitting the after-action report to 22 OG/CC for approval. 931 ARG exercise after-action reports will be routed through 931 OSF/OSK. (Reference paragraph 17.5.6)

10.17.5. (Added) Flying Squadrons. 22 ARW flying squadrons should designate a tactics instructor pilot, navigator (if applicable), and boom operator. Squadron tactics instructors will be responsible for implementing their squadron's tactics training program. Squadron tactics instructors will comply with AMC Instruction 11-207 when developing their squadron's tactics training program and will work with squadron and wing schedulers to ensure all aircrew members fly a tactics training sortie (G270) annually.

10.17.6. (Added) Intelligence Flight. 22 OSS/IN will develop lesson plans which detail intelligence sources, systems, and capabilities. The emphasis will be on how the intelligence process supports the KC-135 aircrews and how the aircrews may best support the intelligence process.

10.18. (Added) **Aircraft Formation.**

10.18.1. (Added) Formation leaders should utilize the McConnell AFB Form 70, the 22 ARW KC-135 Formation Briefing Certificate, for cell formation briefings. (Reference paragraph 18.5.1)

10.18.2. (Added) Aircraft Commanders in the formation should compare take-off data. All aircraft in the cell should use the same flap setting, take-off mode, and climb gradient. (Reference paragraph 18.5.2.6)

10.18.3. (Added) The Frequency Management Agency has approved four frequencies to be used by McConnell aircrews for inter-plane communications during cell formation flights. These frequencies are only authorized up to and including FL350 and for use in the following states: AR, CO, KS, LA, MO, NE, NM, OK, TX. Message AFAMC 97-1701 authorizes the use of the following frequencies: (Reference paragraph 18.6.2.3)

UHF FREQUENCIES: 225.500 MHz (expires 2005), 225.450 MHz (expires 28 Feb 2010).

VHF FREQUENCIES: 139.550 MHz (expires 2005), 138.350 MHz (outdated-use as last resort).

10.18.4. (Added) Aircrews should conduct Have Quick and Secure Voice communications training on all formation flights. (Reference paragraph 18.6)

10.18.5. (Added) Due to airspace restrictions in the vicinity of McConnell AFB, crews can expect Tower to clear the cell on runway heading to a block altitude. (Reference paragraph 18.8.2)

10.18.6. (Added) When dissimilar aircraft are mixed in a single cell, or aircraft gross weights differ by 10,000 pounds or more, the cell formation leader will brief and use a constant-rate climb during the cell departure and join up. (Reference paragraph 18.8.5)

10.18.7. (Added) Departure. Wichita Approach Control expects the formation leader to call "airborne" for the flight immediately after the lead aircraft becomes airborne. Lead must not delay the departure call while waiting for other aircraft in the formation to takeoff. Formation leaders should direct each aircraft in the formation to report its passing altitude or flight level every 5,000 feet when unable to maintain visual, TCAS, or radar contact. (Reference paragraph 18.9.6)

10.18.7.1. (Added) For cell takeoff and departure from McConnell AFB, Wichita Approach Control has approved and expects aircrews to use visual cutoff as necessary to expedite formation join up, during day VMC conditions. (Reference paragraph 18.9.6.2)

10.18.8. (Added) Cell formation leaders will brief IMC and VMC cell position change procedures on all missions. Each aircraft in the formation is encouraged to practice a position change on training missions, timing and weather permitting. (Reference paragraph 18.12)

10.18.9. (Added) All crewmembers should attend the formation debriefing and critique unless excused by the Aircraft Commander. (Reference paragraph 18.20)

10.19. (Added) **Not Used.**

10.20. (Added) **Not Used.**

10.21. (Added) **Not Used.**

10.22. (Added) **Not Used.**

10.23. (Added) **Aircrew Chemical Operations and Procedures.** When performing flying duties while wearing AERPs, crewmembers will wear issued flying glasses. The black plastic frame glasses issued for use with ground crew chemical ensemble are NOT authorized for use during flying operations and will not be worn with the aircraft chemical defense ensemble. (Reference paragraph 23.10)

Attachment 3 (Added)

INS PARKING SPOT COORDINATES

SPOT NUMBER	ALPHA ROW	BRAVO ROW	CHARLIE ROW	DELTA ROW	ECHO ROW
1	N 37-38.5 W 97-15.4	N 37-38.5 W 97-15.4	N 37-38.5 W 97-15.5	N 37-37.6 W 97-15.7	N 37-36.5 W 97-16.0
2	N 37-38.4 W 97-15.4	N 37-38.4 W 97-15.4	N 37-38.5 W 97-15.5	N 37-37.6 W 97-15.7	N 37-36.5 W 97-16.0
3	N 37-38.4 W 97-15.4	N 37-38.4 W 97-15.4	N 37-38.4 W 97-15.5	N 37-37.5 W 97-15.7	N 37-36.5 W 97-16.0
4	N 37-38.4 W 97-15.4	N 37-38.4 W 97-15.5	N 37-38.4 W 97-15.5	N 37-37.5 W 97-15.7	N 37-36.4 W 97-16.0
5	N 37-38.3 W 97-15.4	N 37-38.4 W 97-15.5	N 37-38.4 W 97-15.5	Not Available	N 37-36.4 W 97-16.0
6	N 37-38.3 W 97-15.4	N 37-38.3 W 97-15.5	N 37-38.3 W 97-15.6	Not Available	
7	N 37-38.3 W 97-15.4	N 37-38.3 W 97-15.5			
8	N 37-38.2 W 97-15.5	N 37-38.2 W 97-15.5		Misc Data Points	
9	N 37-38.2 W 97-15.5	N 37-38.2 W 97-15.5	Spot West Of Base Ops	N 37-37.7 W 97-15.5	50' from ramp's edge
10	N 37-38.1 W 97-15.5	N 37-38.2 W 97-15.5			
11	N 37-38.1 W 9-15.5	N 37-38.1 W 97-15.5		Runways	
12	N 37-38.1 W 97-15.5	N 37-38.1 W 97-15.5		19R / 01L	19L / 01R
13	N 37-38.0 W 97-15.5	N 37-38.1 W 97-15.6	North End	N 37-38.1 W 97-15.9	N 37-38.3 W 97-15.7
14	N 37-38.0 W 97-15.5	N 37-38.0 W 97-15.6	Mid-Point	N 37-37.4 W 97-16.1	N 37-37.4 W 97-15.9

SPOT NUMBER	ALPHA ROW	BRAVO ROW	CHARLIE ROW	DELTA ROW	ECHO ROW
15	N 37-38.0 W 97-15.5	N 37-38.0 W 97-15.6	South End	N 37-36.4 W 97-16.4	N 37-36.4 W 97-16.2
16	N 37-37.9 W 97-15.5	N 37-38.0 W 97-15.6			
17	N 37-37.9 W 97-15.5	N 37-38.0 W 97-15.6			
18	N 37-37.9 W 97-15.6	N 37-37.9 W 97-15.6			
19	N 37-37.8 W 97-15.6	N 37-37.9 W 97-15.6			
20	N 37-37.8 W 97-15.6	N 37-37.9 W 97-15.6			
21	N 37-37.8 W 97-15.6	N 37-37.9 W 97-15.6			
22	N/A	N 37-37.8 W 97-15.6			
23	N/A	N 37-37.8 W 97-15.7			
24	N/A	N 37-37.8 W 97-15.7			

Attachment 4 (Added)

22 ARW DD FORM 791 GUIDE



MSN Number from the Schedule

IN-FLIGHT ISSUE LOG		A/C <i>Capt. America</i>			
1. MISSION NO: 8PH40UZ02139		3. MISSION DATE AND TIME			
2. TANKER (DoDAAC, Organization/ Squadron Code, and Name/ Station) FP4621 0384 ARS, McConnell AFB Ks.		a. START		b. END	
		DATE 05052003	TIME (Zulu) 0001	DATE 05052003	TIME (Zulu) 0520
		4. TANKER TYPE KC-135R	5. TANKER NUMBER 63-008003	6. FUEL GRADE JP-8	

Three digit Org. Code

DoDAAC CODE

8 Digit Tail Number

Attachment 5 (Added)**MCCONNELL KC-135 TROOP TRANSPORTATION LIMITS****Assumptions:**

Rollers installed

Souls on board (SOB) assume all seats/seatbelts are operational; (adjust if required)

MP-2 seat pallet (if used) is located in pallet position #1

12 personnel on the seat pallet

Cadillac Bin (or 463L pallet) can hold baggage for 15 personnel each

Aircraft Configuration Options:

1. Evacuation Configuration

a. 2 Pallet positions

i. MP-2 seat pallet position 1

ii. Cadillac Bin or 463L in position 2

b. Maximum 55 Souls on Board (SOB)

2. Standard Deployment Configuration

a. 4 Pallet positions

i. MP-2 seat pallet position 1

ii. Cadillac Bin or 463L in positions 2, 3, and 4

b. Maximum 45 SOB

3. Airlift Options **with** MP-2 seat pallet installed:**a. 5 Pallet positions**

i. MP-2 seat pallet position 1

ii. Cadillac Bin or 463L in positions 2, - 5

iii. Maximum 38 SOB

b. 6 Pallet positions

MP-2 seat pallet position 1

Cadillac Bin or 463L in positions 2 – 6

Maximum 35 SOB

Airlift Options, rollers **without** the MP-2 seat pallet. Note: mobility bags are palletized or in Cadillac bins.

- a. 1 Pallet = 15 SOB* (due to cad bin/pallet capacity)
- b. 2 Pallets = 30 SOB* (due to cad bin/pallet capacity)
- c. 3 Pallets = 35 SOB
- d. 4 Pallets = 29 SOB
- e. 5 Pallets = 26 SOB
- f. 6 Pallets = 23 SOB

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Commander, 22d Operations Group