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**Operations**

**AIRLIFT STANDBY FORCE PROCEDURES**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This instruction establishes procedures to maintain an airlift standby force. These procedures will ensure quick reaction capability in support of contingencies and short notice priority missions including airlift support for the President of the United States, Vice President, and the United States Secret Service. It applies to all 305 AMW agencies.

***SUMMARY OF REVISIONS***

This revision changes all references of 438 MAW to 305 AMW and reflects new wing organization; separates the information into chapters to clearly define unit responsibilities; changes Command Post and aircrew responsibilities for completing flight plans; deletes Command Post issue of radios; updates authorized ALFA areas.

**1. GENERAL**

1.1. **MISSION:** Maintain specified aircraft and aircrews to provide airlift service for rapid priority requirements and/or airlift support of the President of the United States, Vice President, and the United States Secret Service. Commanders at all levels are tasked to ensure their units are fully aware of the importance and sensitivity of these missions.

1.2. **CONCEPT OF OPERATIONS:** This instruction coordinates the actions of all tasked agencies to ensure that alert aircraft are launched within the allotted time. Command Post will be responsible for alerting ALFA standby force crews. Command Post will also be responsible for alerting parent airlift squadron when notified of a BRAVO launch. Each parent airlift squadron will be responsible for alerting their BRAVO standby force crew members. ALFA aircraft will be capable of departing one hour after alert notification. BRAVO aircraft will be capable of departing NLT three hours after alert notification.

1.3. FUEL AND FLIGHT PLANNING: In all alert force situations, timely filing of flight plans and completion of fuel plans is critical to mission reliability. Completion of these tasks must be a joint responsibility of the alert force aircrew and the Command Post duty officer.

1.3.1. When possible the alert force pilot will complete a flight plan and fuel plan corresponding to the mission the crew is backing up prior to entering alert status. The Command Post will keep these plans on file and file the flight plan if the crew is alerted. Command Post will direct fueling of the aircraft to fuel planned load. Crews backing up multiple missions should complete multiple flight plans/fuel plans if possible.

1.3.2. When the aircrew cannot complete a flight plan/fuel plan prior to entering alert status, the Command Post duty officer will, as time permits, complete the flight plan and fuel plan as soon as possible after actual crew alert and prior to aircrew show time. The duty officer will file the flight plan prior to crew show, if possible.

1.3.3. When neither the aircrew nor the Command Post have been able to pre-complete and pre-file a flight plan (and fuel plan) prior to crew show, the pilot (and navigator where assigned) will complete and file a flight plan and complete a fuel plan as soon as possible after crew show.

1.3.4. In all cases, timeliness is critical. Every individual involved in the alert force process must act as soon as a need arises. If you see a task that needs doing, and you know how to do it, do it.

## 2. UNIT TASKINGS

2.1. 305th Operations Group Commander is responsible for the following:

2.1.1. Airlift Management (305 OSS/OSO) will:

2.1.1.1. Provide standby force aircrew and aircraft taskings to Command Post, Maintenance Plans and Scheduling (P&S), Life Support, Aerial Port (ATOC), Dash 21, and appropriate airlift squadron(s) as required.

2.1.1.2. Relay to Command Post and appropriate squadron(s) any advance notice of ALFA backup requirements.

2.1.1.3. Upon launch notification of ALFA or BRAVO standby force crew, coordinate with Tanker Airlift Control Center (TACC) for replacement standby force crew requirements. If replacement standby force crew is required, notify the appropriate squadron.

2.1.1.4. Configuration will match active mission as much as possible. If backing up more than one mission, Airlift Management may elect to configure aircraft with C-3 mod, #12 (16 trips stowed in pallet positions number 3 & 4, comfort pallet in position number 12).

2.1.2. Aerial Port Squadron (305 AMW/APS) will:

2.1.2.1. Provide required fleet service to the airlift standby force

2.1.2.2. Afford the required priority to the airlift standby force missions.

2.1.2.3. In the event of standby force launch

2.1.2.3.1. Notify all traffic sections of servicing and loading requirements. Air Terminal Operations Center (ATOC) will monitor all actions to ensure timely and satisfactory completion.

2.1.2.3.2. Ensure all necessary equipment is positioned in the designated marshaling area if loading is required.

2.1.2.3.3. Ensure a loading crew is assigned to the aircraft when loading required. The loading crew will assemble at the marshaling area and proceed to the aircraft and arrive no later than the crew. The loading crew, with equipment, will remain at the aircraft until it blocks out. Loading crew will not be disbanded until notified by ATOC that the aircraft is airborne.

2.1.2.3.4. Ensure passengers and cargo are properly manifested.

2.1.2.3.5. Ensure fleet service personnel are on standby until aircraft departure to provide fleet equipment as necessary or to respond to a change of aircraft.

2.1.2.3.6. Ensure flight kitchen is notified of passenger and crew requirements and launch time as soon as received.

2.1.2.3.7. Pickup frozen meals and/or inflight lunches from the flight kitchen and deliver them to the aircraft at a time specified by Command Post.

2.1.3. Airlift squadrons will:

2.1.3.1. Schedule a basic or augmented crew to fulfill standby commitments as directed by HQ AMC, TACC, and Airlift Management. Ensure the crew is available for alert at 1200L, or as directed, on the changeover day.

2.1.3.2. Ensure all crew members are unrestricted for worldwide duty and capable to stay out for 10 days.

2.1.3.3. Ensure each crewmember has required professional gear in their possession.

2.1.3.4. Ensure all crew members have passports with appropriate visas (check for visa conflicts).

2.1.3.5. Ensure all crew members have the capability to complete the assigned mission or of flying at least 20 hours without exceeding 125 hours in the last 30 consecutive days or 330 hours in the last 90 days.

2.1.3.6. Publish flight orders with an SRT of 10 days from the start of standby duty.

2.1.3.7. Issue PHOENIX BANNER and PHOENIX SILVER aircrews a mission kit IAW MCR 55-89.

2.1.3.8. Ensure loadmasters account for meals IAW paragraph [2.2.2.3](#).

2.1.3.9. Notify crew members of their assignment to BRAVO standby duty. Brief crew members on known mission requirements and recall procedures/requirements prior to them assuming BRAVO standby duty. Brief all PHOENIX BANNER and PHOENIX SILVER standby forces IAW MCR 55-89.

2.1.3.10. Ensure the aircrews are aware of their requirement to reside in the transient crew facilities during their time in ALFA status.

2.1.3.11. Monitor the location of BRAVO standby force crews and ensure that all crew members are available and prepared to launch within three hours.

- 2.1.3.12. Alert BRAVO crews as directed by Command Post. If, when alerting a crewmember, the line is busy, request the operator to cut in and put the alert call through.
- 2.1.3.13. Coordinate with Command Post for the release of BRAVO crews from standby force duty. Normal crew changeover time between squadrons is 1200L. (Operational requirements may require deviations to this policy).
- 2.1.3.14. When requested by Command Post, provide an escort to accompany maintenance personnel to the alert aircraft if maintenance is required on a sealed aircraft, and to reseal the aircraft when maintenance is complete.
- 2.1.4. Base Weather (305 OSS/OSW) will:
  - 2.1.4.1. Be prepared to provide weather briefings as required for the standby crews.
  - 2.1.4.2. Advise Command Post of any weather conditions existing, which are likely to have an effect on timely mission execution (i.e. snow, ice, fog, etc.).
- 2.2. 305th Support Group Commander is responsible for the following:
  - 2.2.1. Security Police Squadron (305 SPS) will:
    - 2.2.1.1. Be informed by Command Post of tail number, parking spot, and will send a representative to witness the sealing of each standby aircraft. The SPS representative will report the seal number, name, rank, duty phone, and squadron of the individual applying the seal to Central Security Control (CSC) and all information will be logged in the Security Police Desk Blotter.
    - 2.2.1.2. Ensure that a patrol checks each ALFA and BRAVO status aircraft every 30 minutes to ensure no unauthorized personnel are present. Additionally, the patrol will ensure the seal is in place on ALFA aircraft.
    - 2.2.1.3. Coordinate required security procedures with Command Post during the movement or change of standby force aircraft.
  - 2.2.2. Services Squadron (305 SVS) will:
    - 2.2.2.1. Provide air-conditioned billets (with telephone for aircraft commander and NCOIC) for ALFA standby forces.
    - 2.2.2.2. Ensure that standby force aircraft launched on a mission are provided meals and coffee as requested by Command Post or the aircrew.
    - 2.2.2.3. In accordance with AFR 146-15, flight kitchen will issue flight meals or bulk issue items without reimbursement for PHOENIX BANNER/SILVER missions. The flight kitchen will take full credit on AF Form 463, Request for Flight Meals. Loadmasters will acknowledge receipt of meals on AF Form 129, Tally In-Out Sheet. Loadmasters may turn in collected moneys and unconsumed meals that Remain Over Night (RON) base food service. Signature sheets, AF Form 463 or AF Form 1339, Dining Hall Signature Record, moneys and unconsumed meals, or receipts for moneys and meals are returned to home station inflight kitchen.
- 2.3. 305th Logistics Group Commander is responsible for:
  - 2.3.1. Transportation Squadron (305 TRNS/LGTO) will:
    - 2.3.1.1. Provide vehicles capable of being locked for each ALFA force aircrew. Vehicles pro-

vided should be available for at least 48 hours without maintenance. Vehicles should consist of a nine/fifteen passenger van or two pickups or sedans.

2.3.1.2. Contact the appropriate aircraft commander through Command Post when required to remove a vehicle for maintenance. An appropriate substitute vehicle will be provided.

2.3.1.3. Ensure the Vehicle Operations dispatcher coordinates with Command Post concerning the positioning and availability of the standby force as well as for maintenance and replacement.

2.3.1.4. In the event of standby force launch, the Vehicle Operations dispatcher will arrange for movement of standby force vehicles from the fire station parking lot, ramp side, to Vehicle Operations.

2.4. Chief, 305 AMW Command Post is responsible for the following:

2.4.1. Command Post (305 AMW/CP) will follow direction of Chapter 3.

2.4.2. Maintenance Aircraft Coordination Center (MACC) will:

2.4.2.1. Report standby aircraft tail number, parking spot, and any changes in maintenance status to Command Post.

2.4.2.1.1. A preflight inspection will be performed on an aircraft prior to be placed on standby. This preflight is valid for 48 hours from date of accomplishment unless the aircraft is sealed in ALFA status, in which case the preflight inspection will be good for 72 hours. If 72 hours have elapsed from the last preflight inspection, a complete maintenance preflight will be accomplished.

2.4.2.1.2. A Home Station Check (HSC) will be required on the 30th day since the last HSC was accomplished

2.4.2.1.3. ALFA and BRAVO aircraft must have no less than five days remaining to schedule Isochronal Inspection in order to be placed on standby force status.

2.4.2.1.4. All Standby force aircraft will be fueled to 80,000 pounds unless otherwise directed.

2.4.2.1.5. Standby force aircraft will be parked within the restricted area on the main ramp.

2.4.2.2. Position an operational NF-2 light cart opposite the right wing tip of the ALFA standby force aircraft prior to sunset and remove after dawn for purpose of refueling in the event it is required prior to launch.

2.4.2.3. Designate a launch crew with a radio-controlled vehicle at the standby force aircraft to assist in launching the aircraft. A Quick Service Supervisor (QSS) will supervise the entire operation to include fueling and defueling, as required.

2.4.2.4. Take action to replace ALFA standby force aircraft which can't be repaired within 30 minutes, or BRAVO standby force aircraft which can't be repaired within two hours.

2.4.2.5. During the launch sequence, ensure the availability of maintenance personnel at ALFA standby force aircraft to remove the aircrew alert vehicle(s) from the flight line. Maintenance personnel will park vehicle(s) at the fire station parking lot, ramp side, and deliver the

vehicle keys to Command Post.

### 3. COMMAND POST STANDBY FORCE MANAGEMENT

#### 3.1. General Procedures:

- 3.1.1. Command Post is responsible for direction and execution of operations to ensure standby crews meet established launch times. Direct flight line operations as necessary.
- 3.1.2. The Command Post duty officer is the point of contact to direct and coordinate all activities.
- 3.1.3. Notify TACC when there is any change in standby force location or status.
- 3.1.4. Notify the Wing Commander, Operations Group Commanders, MACC, ATOC, tasked airlift squadrons, and Airlift Management of any commitment for the standby force.
- 3.1.5. Pass configuration and fuel load to MACC and Life Support.
- 3.1.6. Pass load and configuration information to ATOC, if required.
- 3.1.7. Monitor the standby force aircraft status to ensure capability to perform required missions (fuel quantity, maintenance status, configuration).
- 3.1.8. Coordinate with Base Weather (305 OSS/OSW) to provide the standby force with weather information.
- 3.1.9. Notify MACC, Airlift Management, and ATOC of changes in aircraft configuration or fuel load.
- 3.1.10. Coordinate with MACC on standby force aircraft maintenance. Major maintenance will require the aircraft to be removed from standby status and replaced with an in-commission aircraft.
- 3.1.11. Coordinate with the airlift squadron supplying the alert crew to provide an escort for maintenance personnel requiring access to the ALFA standby force aircraft after it has been preflighted and placed in a mission-ready status.
- 3.1.12. Maintain the capability to immediately recall standby force aircraft from local training missions.
- 3.1.13. Instruct the aircraft commander flying a local training mission with the standby aircraft to remain in the local area unless TACC approves operation outside the local area.
- 3.1.14. Direct necessary actions to ensure that airlift standby force aircraft are expeditiously returned to mission-ready status upon termination of local flights.
- 3.1.15. Provide Central Security Control (CSC) with the following for each standby force aircraft placed in ALFA status:
  - 3.1.15.1. Aircraft tail number.
  - 3.1.15.2. Aircraft parking spot.
  - 3.1.15.3. A request for a security police representative to be present to witness the sealing of the aircraft.
  - 3.1.15.4. Any required movement of any standby force aircraft or change of aircraft.

3.1.15.5. The name of any authorized escort official in the event access is required to the aircraft by anyone other than aircrew.

3.1.15.6. Any unusual security requirements for any of the standby force aircraft.

3.2. When an ALFA crew is initially constituted:

3.2.1. Act as the point of contact for the ALFA standby force crew(s).

3.2.2. Direct the Vehicle Operations dispatcher to have the vehicle(s) prepared for pickup at Vehicle Operations.

3.2.3. Coordinate with billeting to assure proper quarters are available for the ALFA aircrew.

3.3. Upon notification to launch ALFA standby force mission(s):

3.3.1. Notify crew(s) to report directly to Command Post (aircraft commander and navigator, if required) and to the aircraft (all other crew members)

3.3.2. Notify MACC of launch time and fuel load after completing fuel plan.

3.3.3. Notify ATOC of launch time and passenger meal requirements.

3.3.4. Request crew meals from flight kitchen, as requested by aircraft commander.

3.3.5. Notify Base Weather of launch time and destination and have them complete DD Form 175-1, Flight Weather Briefing.

3.3.6. Comply with paragraph 1.4 to ensure flight plan is completed.

3.3.7. Notify Base Operations to have the proper authenticators available.

3.3.8. Advise 305 Operations Group Commander and Wing Commander of launch time.

3.3.9. Advise the appropriate airlift squadron of launch notification.

3.3.10. Notify Security Police of launch time.

3.3.11. Coordinate with Airlift Management to determine which squadron to reconstitute, if required.

3.4. Changeover procedures for ALFA standby force crews:

3.4.1. Normal crew changeover time is 1200L. (Operational requirements may require deviations to this policy).

3.4.2. Make every attempt to use the oldest standby force crew for ALFA alert. (In other words, the crew that has been in BRAVO the longest).

3.4.3. Alert the oldest BRAVO crew at 1100L for a 1200L ALFA crew changeover. This will allow the outgoing ALFA crew to be released by the 48th hour of their alert status. This will not work if both crews are in ALFA or if operating with one BRAVO crew.

3.4.4. Upon completion of changeover, release the outgoing ALFA crew.

3.5. Upon notification to launch BRAVO standby force mission(s):

3.5.1. Notify the appropriate airlift squadron of launch time, crew requirements, and arctic gear requirements.

- 3.5.2. Notify MACC of launch time and fuel load.
- 3.5.3. Notify ATOC of launch time and passenger meal requirements.
- 3.5.4. Notify Base Weather, CSC, and Life Support of launch time.
- 3.5.5. Advise the Wing Commander, 305th Operations Group Commander, and Airlift Management director of launch time.
- 3.6. Changeover procedures for BRAVO standby force crews:
  - 3.6.1. Normal crew changeover time between squadrons is 1200L. (Operational requirements may require deviations to this policy)
  - 3.6.2. Command Post will ensure the oncoming BRAVO standby force crew is ready for alert before releasing the outgoing BRAVO standby force crew.

#### 4. STANDBY FORCE AIRCREW PROCEDURES

##### 4.1. General Procedures

- 4.1.1. Crew members will comply with AMCR 55-141 requirements for professional equipment and uniforms for all missions and MCR 55-89 requirements if assigned to PHOENIX BANNER/SILVER mission.
- 4.1.2. Crew members will wear standard AMC flight uniforms during ALFA standby when not in their respective billets.
- 4.1.3. Crew members will have their required equipment with them all times or have it stored in the aircraft. In the event a crewmember desires to bring their gear to the billets, in no case will they depart for another area without taking their gear.

##### 4.2. Use of standby Vehicles:

- 4.2.1. Vehicles will be exchanged by aircrews during ALFA standby force crew changeover, if appropriate. The member of the oncoming crew assuming responsibility for the vehicle should perform an inspection using AF Form 1800, Operator's Inspection Guide and Trouble Report. If the vehicle is not clean or shows evidence of abuse, it should not be accepted from the previous operator. If the oncoming crew declines the previous crew's vehicles, suitable conveyance may be obtained by calling Vehicle Operations.
- 4.2.2. Vehicles will be locked when unattended, except upon arrival at the aircraft for departure.
- 4.2.3. The driver is directly responsible for proper care and use of the vehicle. This includes performance of weekly inspections, (each Friday) using AF Form 1800, daily cleaning of the interior as required, and servicing of the vehicle as required.
- 4.2.4. When a vehicle has been accepted for use, there are only three ways the operator is relieved of responsibility. Aircrews will not dispose of vehicles in any other manner than listed below:
  - 4.2.4.1. Upon standby force launch, the vehicles are returned to the fire station parking lot by maintenance personnel.
  - 4.2.4.2. The vehicles are transferred to the oncoming ALFA standby crew.
  - 4.2.4.3. The vehicles are returned to Vehicle Operations.

4.2.5. If vehicle maintenance is required, the aircraft commander will notify Command Post. Command Post will coordinate with Vehicle Operations for repairs or replacement. Vehicles will be kept in a clean, presentable condition at all times.

#### 4.3. Authorized ALFA Areas:

4.3.1. The following are the only authorized areas for ALFA standby force aircrews when not in assigned ALFA quarters, Base Operations, or aircraft:

AREA	BLDG	AREA	BLDG
Falcon Dining Hall	2604	Golf Course Snack Bar	2003
Passenger Terminal	1706	514th Operations Bldg	2216
Theater	2909	CATS Bldg/Sim	2307
NCO Club	2508	Gym	2504
Airmen's Annex	2604	Library	2603
Officer's Open Mess	2705	21st Air Force Bldg	1907
Hobby Shop	2415/16	Rec Center	2501
Individual squadron	2221/2223/2225	ATOC	1702
Bowling Alley	2511		

4.3.2. Crew members may use other base locations at the discretion of the Command Post duty officer only when the crew has no operable beeper with them for the duration of their time from authorized ALFA areas. Command Post does not issue beepers.

4.3.3. Crews attending the theater will proceed directly to the ticket booth and purchase tickets. Inside, they will occupy seats reserved for AMC standby force aircrews. The theater manager will be notified that a standby crew is in attendance; he/she will monitor the theater phone while the aircrew is in the theater.

4.3.4. All ALFA standby crew members will keep Command Post informed of their location and telephone number.

**NOTE:** The aircraft commander should consider breaking crew into no more than two groups in order to facilitate recalling crew members in the event of a launch notification.

#### 4.4. ALFA Standby Force Pre-Launch Procedures:

4.4.1. ALFA crews will report to their squadrons for briefing, issuance of crew orders, mission kit, aircraft commander's crew briefing, FCIF check, and/or other information.

4.4.2. Crews will obtain vehicles from Vehicle Operations. These vehicles must be capable of being locked.

4.4.3. The copilot, flight engineers, and loadmasters will proceed to the aircraft and initiate the preflight.

**NOTE:** When weapons are required, appropriate crew members will be issued weapons by the Security Police Armory. These weapons will be stored in the aircraft weapons storage box unless directed otherwise by Command Post.

4.4.4. The aircraft commander (and navigator, when assigned) will proceed to Base Operations and complete flight plans for the mission(s) they are backing up. Date and time blocks will be left blank. Leave the flight plans with the Command Post duty controller. Obtain worldwide navigation kits and place them on the aircraft for use in the event of a directed launch.

4.4.5. Upon completion of duties at Base Operations, the aircraft commander (and navigator, when assigned) will proceed to the aircraft to complete the preflight. The aircraft is considered COCKED when the preflight checklists are completed up to but not including the Before Starting Engines checklist. At this time the aircraft commander will notify Command Post that the aircraft is mission ready. The aircraft is considered in ALFA at the time the aircraft is sealed.

4.4.6. The aircraft commander will take all possible actions to ensure the ALFA standby force aircraft will be able to launch in the required one-hour response time. For example, amps and charts for the expected route should be set up, oxygen masks connected and checked, radios checked and off, professional equipment stowed, 780 and life support equipment checked, DA Form 3654-4, DD Form 365-4, Weight and Balance /Clearance Form F, completed as far as possible, and any other actions completed which would expedite the launch.

4.4.7. Upon completion of pre-launch duties, the aircraft commander will secure the hatches and access doors in such a manner that any unauthorized entry will be indicated. The crew entrance door will be sealed with a boxcar type seal. A security Police representative will witness the sealing of the aircraft.

4.4.8. Upon completion of the above duties, the crew will proceed to the billeting desk for assignment of quarters. The aircraft commander will notify Command Post of his/her and the NCOIC's room and telephone numbers.

4.5. Changeover procedures for ALFA standby force crews:

4.5.1. Normal crew changeover time between squadrons is 1200L. This assumes there is a crew already established in BRAVO. (Operational requirements may require deviations to this policy).

4.5.2. Oncoming ALFA crews will comply with the provisions of paragraph 2.1.3. and chapter 3 of this instruction.

4.5.3. Outgoing and oncoming ALFA crews will perform a face-to-face changeover brief. Perform vehicle changeover IAW paragraph 4.2. Confirm status of aircraft, navigation kits, and flight plans.

4.5.4. Outgoing ALFA standby force crew members will contact their respective squadron for release from ALFA status after changeover brief is complete.

4.6. ALFA Standby Force Launch Procedures:

4.6.1. Upon notification of launch requirement from Command Post, the aircraft commander (and navigator, if assigned) will report directly to Base Operations. All other crew members will go to the aircraft.

4.6.2. Upon arrival at Base Operations, the aircraft commander will contact Command Post for the mission information and will pick up the mission folder containing the completed paperwork (flight plan previously turned in and DD Form 175-1), file the flight plan, and obtain applicable NOTAMs. If any marginal or hazardous weather will be encountered, the aircraft commander will be notified to get a complete weather briefing.

- 4.6.3. All other crew members must be in their seats, ready to immediately complete checklists when the aircraft commander (and navigator, if assigned) arrive(s).
- 4.6.4. Immediately upon entering the aircraft, the copilot will make radio contact with Command Post and the control tower, identifying the aircraft as an ALFA standby force aircraft preparing to launch.
- 4.6.5. When the crew is augmented, the third pilot will accompany the aircraft commander to Base Operations to expedite pre-departure coordination.
- 4.6.6. The aircrew will do everything possible to ensure launch within prescribed time limits.
- 4.7. BRAVO Standby Force General Instructions:
- 4.7.1. All BRAVO standby force crew members will normally be located in their immediate residence in order to monitor the telephone at all times.
- 4.7.2. Crew members may leave their place of residence to use base or local facilities provided they comply with the following requirements.
- 4.7.2.1. Have all professional gear and required clothing with them at all times.
- 4.7.2.2. Provide the squadron duty officer with a telephone/beeper number where they can be reached immediately.
- 4.7.2.3. If recalled, be able to report to the squadron for briefing (pick up arctic gear if required) and launch within the prescribed time limits.
- 4.7.3. In the event of an emergency requiring the removal of a member from the BRAVO standby force crew, squadron crew control will be contacted to coordinate a replacement.
- 4.7.4. In the event of a recall for a specific mission or to form an ALFA crew, BRAVO crew members will report to their squadron for applicable briefings, to coordinate transportation to Command Post, aircraft, or vehicle Operations (to pick up standby crew vehicles) as applicable.
- 4.8. Changeover procedures for BRAVO standby force crews:
- 4.8.1. Normal crew changeover time between squadrons is 1200L. (Operational requirements may require deviations to this policy)
- 4.8.2. Oncoming BRAVO crews will comply with the provisions of paragraphs [2.1.3.](#) and [4.7.](#) of this instruction.
- 4.8.3. Outgoing BRAVO standby force crew members will contact their respective squadron for release from BRAVO status.
- 4.9. BRAVO standby force recall/launch procedures:
- 4.9.1. For recall to launch an airlift mission, the aircrew will report to their respective squadron for applicable briefings and transportation to the aircraft and Command Post. Normal mission launch procedures apply, except mission must be launched within three hours from alert notification.

4.9.2. The aircrew will do everything possible to ensure launch within prescribed time limits.

PETER W. LINDQUIST, Colonel, USAF  
Commander, 305th Support Group

**Attachment 1**

**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION**

*References*

MCR 55-89, PHOENIX BANNER, PHOENIX SILVER, AND PHOENIX COPPER OPERATIONS

AMCR 55-141, C-141 Strategic Airlift Operations