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305TH OPERATIONS GROUP**

**AIR FORCE INSTRUCTION 11-2C-141,
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**MCGUIRE AIR FORCE BASE
Supplement 1**

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Flying Operations

C-141 OPERATIONS PROCEDURES

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFI 11-2C-141V3, 1 June 2000 is supplemented as follows. Implements AFD 11-2, *Aircraft Rules and Procedures*. This chapter (**Chapter 10**) establishes local aircrew procedures for the operation of C-141 aircraft to accomplish their worldwide missions. It is printed and revised as an individual chapter. Office of collateral responsibilities (OCR's) for this chapter is 514 OG/OGV.

SUMMARY OF REVISIONS

This document is substantially revised and must be completely reviewed.

Among the most changed paragraphs are: **10.1.**, **10.2. (Added)** (addition of Westover ARB), **10.5. (Added)** (Updated ATC procedures, revision of hospital restriction), **10.6. (Added)**, **10.7. (Added)** (FE professional equipment), **10.9. (Added)** (revised customs procedures), **10.11. (Added)**, **10.12. (Added)**, **10.15. (Added)**, **10.16. (Added)** (Integral crewmember substitutions), **10.20. (Added)**, and **Attachment 2 (Added)** (New SOEs).

Chapter 10

LOCAL OPERATING PROCEDURES

10.1. General. 305 OG and 514 OG Local Operating Procedures.

10.1.1. (Added) This supplement provides local operating guidelines for McGuire AFB assigned C-141B aircrews and all local management levels concerned with C-141B operations. This supplement and McGuire AFB Instruction (MAFBI) 11-201, *Base Airfield Operations*, outline local C-141B procedures. These procedures apply to all C-141B aircrew members assigned or attached to units of the 305 Air Mobility Wing (AMW) and 514 AMW. In addition to publication requirements found in Chapter 6 of this AFI, refer to the Flight Crew Bulletin (FCB) Volume II for local requirements. Wing offices referenced in this document refer to those of the 305 AMW.

10.1.1.1. (Added) The 305th Operations Group Standardization/Evaluation (305 OG/OGV) has overall responsibility for administration of this supplement. Squadrons are not authorized to supplement this chapter; however, all personnel are encouraged to propose changes to 305 OG/OGV. Use AF Form 847 (electronic), **Recommendation for Change of Publication** (Flight Publications).

10.1.1.2. (Added) Unless otherwise directed in this chapter, waiver authority for the contents of this chapter is the 305 OG/CC for all local training missions .

10.1.2. (Added) The Operations Group Commander has final responsibility for cancellation or extension of training missions, but the pilot in command may terminate any flight if conditions preclude safe operation. In this case, the pilot in command will coordinate with the Command Post prior to releasing the crew. All training missions will operate with an IP or EP in command. All SOLL II missions will operate with a pilot designated as an instructor. (Exceptions: JA/ATTs, formation air refueling, local airdrop, aeromedical evacuation or UTA pickups/delivers) .

10.1.2.1. (Added) 305 AMW/CP will:

10.1.2.1.1. (Added) Exercise command and control of local training activities.

10.1.2.1.2. (Added) Check maintenance status to determine if crews should be alerted.

10.1.2.1.3. (Added) Obtain maintenance status, tail number, fuel load, and configuration. If an aircraft is not available, notify 305 OG/CC and provide as much detail as possible, such as estimated time in commission or other factors affecting the mission .

10.1.2.2. (Added) Aircraft Commanders will:

10.1.2.2.1. (Added) Coordinate all cancellations and changes with 305 AMW/CP Duty Officer. Local training missions will not be diverted to other bases for administrative or mission support without OG/CC approval.

10.1.2.2.2. (Added) Comply with firm down time (FDTZ). FDTZ is the latest allowable block time for an aircraft to recycle to a later local. Approval is required from 305 OG/CC to cancel the sortie or extend beyond the FDTZ.

10.1.2.2.3. (Added) For local training missions crews will normally be alerted 3+30 prior to takeoff time and show 2+30 prior to scheduled takeoff. Deviations to this policy will be approved by OG/CC. Fuel conservation must be considered during local proficiency flights. If all planned training maneuvers are completed to the satisfaction of the IP/EP prior to scheduled land time, terminate the local. Notify com-

mand post as soon as early termination is anticipated. 514 AMW crews will notify the C-141 duty officer for early terminations approval. Sequences of events are listed in **Attachment 2 (Added)**.

10.1.2.2.4. (Added) Advise Command Post when they plan to leave the local pattern and where they intend to fly. Aircraft commanders will be familiar with the HQ AMC ASRR, FLIP, NOTAM and BASH information prior to operating at any airfield. Aircraft commanders must coordinate with all approving agencies at other bases.

10.2. (Added) Alternate Training Bases.

10.2.1. (Added) Dover (KDOV).

10.2.1.1. (Added) VFR traffic operates east of the base. Midfield breaks are not authorized unless requested by ATC or for reasons of flight safety. Initiate turns to crosswind past the departure end of Runway 19 or north of Little Creek for Runways 01/32. Fly downwind over the base east of Pickering Beach and Kitts Hummock.

10.2.1.2. (Added) Avoid residential areas in the Dover local area by at least 1 NM. Noise sensitive areas are as follows:

10.2.1.2.1. (Added) Villages of Little Creek, Pickering Beach, Kitts Hummock, Magnolia and Bowers Beach.

10.2.1.2.2. (Added) Farm building located on approximately the 020 degree radial, 1.0 DME from Dover TACAN (distinguished by a large round barn).

10.2.1.2.3. (Added) Dairy farm located on approximately the 140 degree radial, 2.5 DME from Dover TACAN (Mr. Harrington's white house with the green roof and two large silos).

10.2.1.2.4. (Added) John Dickinson Mansion located on approximately the 160 degree radial, 2.0 DME and the Walnut Grove Mansion (Wilson Farms) located on approximately the 155-degree radial, 2.5 DME from the Dover TACAN.

10.2.1.2.5. (Added) Trailer park on Pickering Beach Road, including farm located just to the east of the trailer park, on approximately the 095-degree radial, 1.5 DME from the Dover TACAN.

10.2.1.2.6. (Added) Cities of Dover, Milford and Harrington, below 3,000 feet.

10.2.1.3. (Added) For takeoffs on Runway 01, maintain runway heading until north of Little Creek (approximately 2 DME from Dover TACAN) prior to starting any turns to the east. Normally, do not fly practice ASR or localizer only approaches to Runway 01.

10.2.1.4. (Added) Practice circling approaches, touch-and-go landings, or VFR practice approaches to Runway 14 are not authorized. Takeoffs from Runway 14 will commence a right turn to a heading of 150 degrees at 400 feet AGL.

10.2.1.5. (Added) For takeoffs on Runway 19, maintain a course that remains clear of Magnolia. When landing on Runway 19, avoid over flying the tower of Little Creek. Practice circling approaches from Runway 19 will avoid the round barn farm. When possible, plan circling maneuvers to avoid flying directly over a group of homes/trailers located approximately 1.5 DME on the Dover TACAN 095 degree radial by circling outside 1.5 DME and inside Pickering Beach.

10.2.1.6. (Added) Circling instructions from RAPCON will be "circle southeast", "circle northeast" or "circle east". Southeast or northeast is more restrictive and requires the pilot to remain in the appropriate

quadrant between the approach end of Runway 32 and Runway 01/19. "Circle east" means just remain east of 01/19 centerline.

10.2.1.7. (Added) Takeoffs from Runway 32: commence a right turn to a heading of 350 degrees at 400 feet AGL. Missed approaches to Runway 32 commence a right turn to a heading of 350 degrees prior to 1.0 DME west of the Dover TACAN. On all climb outs on Runway 32, use noise abatement climb procedures until 2000 feet MSL or pattern altitude .

10.2.1.8. (Added) Pilots will request a new heading if ATC vectors will take the aircraft over noise sensitive areas. Do not deviate from ATC assigned headings or altitudes without prior coordination. ATC instructions/directives take precedence over noise abatement procedures.

10.2.1.9. (Added) From October through April, contact Base Operations to obtain Bird Hazard Condition prior to departing McGuire. Local training missions will not fly transition when the bird condition is "severe." During condition "moderate" the IP may elect to fly multiple approaches, but the bird radar must be in operation. Peak bird activity is .5 hours prior until 1.5 after sunrise and 1.0 hour before until 1.0 hour after sunset.

10.2.2. (Added) New Castle County, Wilmington, Delaware (KILG).

10.2.2.1. (Added) Use noise abatement climb procedures to 1500 feet MSL on all departures unless otherwise directed. For non-precision approaches, shallow out the final descent gradient, or add 500 feet to the minimums until close to the airfield, weather permitting. Noise complaints result when C-141s descend to MDA, then drive into the airfield with high power settings.

10.2.2.2. (Added) Circling approaches should be south of the airfield if possible.

10.2.3. (Added) Atlantic City (KACY).

10.2.3.1. (Added) Use noise abatement climb procedures to 2,000 feet on all departures/climbouts. Circling approaches are discouraged (minimize circling approaches). Atlantic City Approach Control number is available when needed .

10.2.4. (Added) Lakehurst NAES (KNEL).

10.2.4.1. (Added) Avoid the NATE (testing runway and the east runway) during circling approaches.

10.2.4.2. (Added) Circling approaches to Runway 33 are prohibited for noise abatement.

10.2.4.3. (Added) NDB approaches to Runway 24 are restricted to 1,200 MDA, HAT/HAA 1097, visibility as published, for noise abatement .

10.2.5. (Added) Willow Grove NAS (KNXX).

10.2.5.1. (Added) PAR approaches are available during operating hours. They are limited to one full stop on Sundays until noon. Multiple approaches are available from 0800-1800L, Tue-Sat. Contact KNXX ATS.

10.2.5.2. (Added) Use noise abatement climb procedures to 2,000 feet on all departures/climbouts.

10.2.5.3. (Added) Expect numerous light aircraft in the vicinity and a very short base leg.

10.2.6. (Added) Northeast Philadelphia (KPNE). Do not fly practice approaches at Northeast Philadelphia .

10.2.7. (Added) Westover ARB (KCEF).

- 10.2.7.1. (Added) VFR patterns will operate east of the field.
- 10.2.7.2. (Added) Departing from Rwy 33, turn to heading 350 at 650 MSL.
- 10.2.7.3. (Added) No visual traffic patterns to Rwy 15/33 and no circling to Rwy 5.
- 10.2.7.4. (Added) All circling will be done to the north/east and use 1200 MSL as the MDA.
- 10.2.7.5. (Added) Rwy 5 Circle to 23, begin circle at rwy intersection.
- 10.2.7.6. (Added) Rwy 23 circle to Rwy 33, begin circle at 3 DME.
- 10.2.7.7. (Added) Rwy 5 circle to Rwy 33, begin circle after flying down the runway and no later than 3 DME past the departure end.
- 10.2.7.8. (Added) Avoid residential area at CEF radial 042 at 3 DME during all circling maneuvers and TACAN 23.
- 10.2.7.9. (Added) On practice LOC/TAC/LOC-DME, Rwy 05, use 1200 MSL for MDA.

10.3. (Added) Landings Limitations. The minimum usable runway length for practice no flap full stop landings is 9,000 feet. Do not perform touch-and-go landings with crosswinds in the caution zone. Sq/CC certified AC touch and go landings are not authorized.

10.4. (Added) Minimum Fuel Requirements.

- 10.4.1. (Added) When McGuire (or terminal landing field) weather is at or above 3,000 feet and 3 miles visibility, C-141 aircraft should have no less than 10,000 pounds of fuel remaining at the start of the last approach or traffic pattern.
- 10.4.2. (Added) When weather is below 3,000 feet ceiling and 3 miles visibility, C-141 minimum fuel will be in accordance with AMC fuel planning directives.
- 10.4.3. (Added) Bingo Fuel – See [Attachment 3 \(Added\)](#).

10.5. (Added) McGuire Operating/Noise Abatement Procedures. This section is predominately extracted from MAFB Instruction 11-201 for the convenience of the aircrew member. This instruction is carried in local and mission trip kits and should be referenced if the following guidance is considered inadequate. A crewmember should monitor command post while in the local area (one aircrew in a formation) .

- 10.5.1. (Added) Do not fly over McGuire AFB and Fort Dix housing areas, Leisuretown, McGuire Air Force Clinic or Deborah Heart and Lung Center.
- 10.5.2. (Added) VFR Traffic Pattern Altitude is 1,600 feet MSL.
- 10.5.3. (Added) Local ATC Procedures.
 - 10.5.3.1. (Added) Pilots remaining in the McGuire local area will file one of the following routes:
 - 10.5.3.1.1. (Added) North 4 departure (Runway 06,36): Cleared to McGuire Airport via the Point Pleasant 4 departure to DIXIE; direct COYLE; maintain 3,000 (or as assigned by ATC) .
 - 10.5.3.1.2. (Added) South 4 departure (Runway 18,24): Cleared to McGuire Airport via the Point Pleasant 4 departure to COYLE; direct DIXIE; maintain 3,000 (or as assigned by ATC) .
 - 10.5.3.2. (Added) Crews departing on all types of locals (airdrop, air refueling or airland) whether remaining at McGuire or operating at a different base will contact clearance delivery for their clearances.

10.5.3.3. (Added) Aircrews remaining in McGuire's local radar and VFR patterns for training use the following procedures :

10.5.3.3.1. (Added) Contact Clearance Delivery (135.2/335.8) for all clearances—including local approach delays. For local clearances, expect to receive a clearance similar to: "(Call sign) is cleared to McGuire airport via North/South 4 departure, maintain three thousand. DEPARTURE FREQUENCY (frequency). SQUAWK (code).

10.5.3.3.2. (Added) Contact Ground Control with call sign, ATIS code and parking spot before engine start. Aircrews will notify ground control NLT 15 minutes prior to their Controlled Departure Time (CDT) and inform the controller of their actual CDT to pass to Tower. If problems occur during the pre-launch sequence and it appears the mission will delay, notify ground control (and Command Post) as soon as practical before planned departure time.

10.5.3.3.3. (Added) Fly the published departure procedure and expect radar vectors shortly after takeoff.

10.5.3.3.4. (Added) In the event of lost communications in the radar pattern you are expected to proceed direct INNEZ or DIXIE and perform the applicable ILS instrument procedure. In the event the ILS is unavailable, fly any of the published non-precision approaches for the IAF. If runway 24 is not available (and a landing on 18 is required) the aircraft will proceed direct CASVI, descend/climb and maintain 3000' MSL, and execute the VOR, VOR DME, or TACAN Runway 18 approach.

10.5.3.3.5. (Added) During the initial approach, the controller will issue climbout instructions for all approaches and all runways using the phrase, "Execute local climbout." This phrase is defined as, "Fly runway heading, maintain 1600' MSL until the departure end of the runway, then climb and maintain two thousand feet, expect radar vectors". The 1600' MSL restriction provides 500' of altitude separation from the 2100' MSL overhead pattern. The IFF mode C will be verified on the initial takeoff when the IP/EP states "(Call Sign) passing (altitude) for (assigned altitude). On subsequent climbouts, IPs/EPs will merely state "(Call sign), executing climbout.

10.5.3.3.6. (Added) If the controller does NOT say "Execute local climbout" but instead instructs the aircraft to "Fly runway heading, climb and maintain 2000 feet", this is NOT the same as "local climbout" and the 1600' MSL restriction does not apply. This also applies to missed approaches and go arounds.

10.5.3.3.7. (Added) Controlled departure times will be identified to ground control when requesting engine start clearance. Failure to provide a minimum of 15 minutes for ATC coordination may result in delays.

10.5.4. (Added) Practice circling approaches.

10.5.4.1. (Added) Only approaches to Runway 36 circle to Runway 06 or approaches to Runway 06 circle to Runway 36 will be approved from 2200L to 0600L .

10.5.4.2. (Added) Missed approach/go around from a circling approach (VFR conditions). When initiated during the instrument approach segment, the missed approach (OPTION) shall be performed to the runway to which the instrument approach was flown. Once the circling maneuver has been initiated, the missed approach (OPTION) shall be performed to the runway to which the pilot is actually maneuvering.

10.5.5. (Added) Noise Abatement Procedures. When noise abatement procedures are required for departure/climbout, use normal takeoff procedures and climb out with the flaps at takeoff/approach. Climb out at Vmfr until 1500 feet AGL or as published.

10.5.6. (Added) McGuire AFB Ramp/Taxi Restrictions.

10.5.6.1. (Added) Taxiway H, between the Army Ramp and the ANG Ramp, is closed to all USAF aircraft, unless specifically approved by the Chief of Airfield management .

10.5.6.2. (Added) C-141 aircraft are not authorized to make 180 degree turns on Lima taxiway or the asphalt portions of Runways 06/24 or 18/36.

10.5.6.3. (Added) When weather is below 800-2, Bravo taxiway may be closed to aircraft using Runway 06 for departure. Under these conditions, aircraft will not proceed beyond the CAT II ILS lines prior to Taxiway A, unless directed by ATC.

10.5.6.4. (Added) Aircraft loaded with Class 1.1 or 1.2 hazardous cargo will not use the main ramp taxiway unless Lima taxiway is blocked or unusable .

10.5.6.5. (Added) Smoking on the flight line is prohibited (including inside vehicles) except at the entry control points (ECP). Smoking is prohibited within 100 feet of an aircraft that is refueling, or within 100 feet of refueling units or oxygen carts, regardless of the location of the ECP.

10.5.6.6. (Added) Aircraft shall not be taxied, engines started, or run up within 50 feet of any fuel servicing operations or within 50 feet of any spill until the spill has been removed and the area rendered safe by the Fire Department.

10.6. (Added) Engine Running Crew Change (ERCC) Procedures.

10.6.1. (Added) Location. Engine running crew changes will normally take place at the intersection of taxiways G and D (high speed turnoff).

10.6.2. (Added) The inbound engineer will complete a Performance Data Worksheet (TOLD Card) for the outbound engineer during local engine running crew changes. The outbound engineer will verify the Performance Data IAW the Flight Manual.

10.6.3. (Added) After Landing Checklist completed, with the APU off, set the parking brake. (The next checklist required is the Before Takeoff Checklist).

10.6.4. (Added) Clear the scanner to depart the aircraft. The departing scanner will be on headset connected to the long cord and positioned in front of the aircraft in view of both pilots. The boarding scanner will inspect the main landing gear wheel wells for obvious tire, brake or hydraulic defects prior to accepting scanner responsibilities. This inspection should be done from the front without entering the wheel wells.

10.6.5. (Added) The instructor pilot will remain in position and clear other pilots and crewmembers to deplane. The flight engineer and scanner will remain at their respective positions and give a quick brief of any unusual problems with the ACFT before being relieved by their counterparts.

10.6.6. (Added) The on-coming IP will be briefed on the aircraft condition by the outbound IP while the student pilot gets into position. When the student pilot is in position on headset, the IP will relinquish control of the aircraft. The on-coming IP will ensure that the AFTO Form 781H, **Aerospace Vehicle Flight Status And Maintenance**, is signed and the red line under the last write-up of the AFTO Form 781A, **Maintenance Discrepancy and Work Document**, is initialed by him/her prior to departure.

NOTE: When a change is made in the original crew, which adds or replaces a crewmember, close out the AFTO Form 781, ARMS Aircrew/Mission Flight Data Document, i.e., add/replace a pilot.

10.7. (Added) Preflight/Departure Procedures. Upon arriving at the aircraft, the crew will review the status of the aircraft, including configuration, fuel, oxygen, and fleet, and pass aircraft status to the com-

mand post. At least one crewmember should maintain continuous listening watch on Command Post frequency during ground and local flight operations. Crews will notify Command Post of any problems that may delay the launch sequence.

10.7.1. (Added) Launch Sequence. A mission launch is a fluid process involving many agencies simultaneously. Target times, which should be achieved for a safe on-time departure, are in **Attachment 2 (Added)**. Immediately notify the Command Post anytime a problem is encountered or a target will not be met within 10 minutes during normal launch.

10.7.2. (Added) Professional Equipment.

10.7.2.1. (Added) The Primary Flight Engineer will insure that there is at least one full complement of flight publications carried during local training.

10.7.2.2. (Added) The Scanner will carry as a minimum all applicable hand-held checklist.

10.7.2.3. (Added) Both Flight Engineers are required to have all flight publications available at show time.

10.7.2.4. (Added) For off station missions both Flight Engineers will carry all flight publications.

10.7.2.5. (Added) Flight engineers will carry a holster on all missions.

10.7.2.6. (Added) Pilots are required to bring all issued publications to all scheduled Inst/Qual evaluations. (N/A 514 AMW)

10.7.2.7. (Added) Loadmasters will carry a holster and a tape measure on all missions.

10.7.3. (Added) Removing Exterior Equipment. At locations where support is not available, the scanner may use the following procedure when cleared by the aircraft commander after completing the final walk around inspection. All primary flight station crew positions must remain manned throughout this procedure .

10.7.3.1. (Added) Ensure #3 hydraulic system pumps are on and will remain on.

10.7.3.2. (Added) Parking brake set.

10.7.3.3. (Added) Remove chocks and landing gear pins.

10.7.3.4. (Added) Check in on headset ready for the Before Starting Engines Checklist.

10.7.4. (Added) Prior to flying SOFI aircraft, at a minimum, the aircraft commander and primary flight engineer must have accomplished difference training from 305 OG/OGS or OGT. Document SOFI difference training using AFORMS .

10.7.4.1. (Added) Comply with the following restrictions:

10.7.4.1.1. (Added) The FLIR receiver will be removed.

10.7.4.1.2. (Added) All circuit breakers on the SOLL equipment rack will be opened as well as all SOLL feeder and SOLL lighting circuit breakers.

10.7.4.1.3. (Added) Add 10% of Block 10 to get your required ramp fuel load.

10.7.4.1.4. (Added) Be aware that the engine/APU fire and gear handle lights are blue, and annunciators are not color coded, so care must be taken when evaluating indications. Also there is no "G/S Man 2" light, the lower "G/S Man 1" light is for G/S Man 2.

10.7.4.1.5. (Added) 1C-141B-1-2 flight engineer and scanner (basic) checklists will be kept with the aircraft forms on each SOFI aircraft (until release of the 1C-141B-1-2, the 15/21 AF checklists may be used).

10.7.4.1.6. (Added) If any anvis (night vision) compatible components are replaced, a write-up must be made in the aircraft forms indicating the anvis compatible part was replaced with a non anvis part.

10.7.4.2. (Added) SOFI aircraft are roughly 3,000 lbs. heavier and 3% more nose heavy. The end result can be, and usually is, an out-of-limits (zero fuel C.G.) aircraft when a comfort pallet is on board. So be familiar with the restrictions in the configuration instruction when flying with a zero fuel C.G. out of limits. Also, pay close attention to the AFTO Form 781A for any equipment that's been removed or added, i.e., FLIR ball or aft crew rest facility, to make appropriate corrections to the Form F. Bottom line, be vigilant when load planning and computing the Form F .

10.7.4.3. (Added) On aircraft equipped with Defensive Systems, flight engineers are reminded that step 18 of the Electrical Power Off portion of the Preflight Checklist must be accomplished whether Defensive Systems are going to be used or not. This will insure that the defensive system switches are in the appropriate position prior to applying electrical power.

10.8. (Added) Anti-Terrorism Briefings.

10.8.1. (Added) Pre-mission antiterrorism training will be accomplished as part of the intelligence briefing prior to leaving home station. Aircraft Commanders must ensure crew is briefed .

10.8.2. (Added) Orders must be annotated with the statement "All crew members listed above have received required Level 1 antiterrorism training to include AOR specific information as directed by the theater CINC of the intended area of travel".

10.9. (Added) Customs, Immigration And Agriculture Procedures.

10.9.1. (Added) Arrival Notification. Aircrews inbound to McGuire will notify Command Post of their specific aircrew/aircraft customs/agriculture and immigration requirements. Customs officials will normally meet the Aircraft when there are no passengers on board. When passengers are on board, crew and passengers will proceed to the Pax Terminal and clear through Customs.

10.9.2. (Added) Customs and Immigration Procedures.

10.9.2.1. (Added) Aircraft with 20 total personnel (aircrew + passengers) or less will usually be allowed to process onboard the aircraft. All personnel must remain onboard the aircraft until cleared to deplane by Customs. Individual and General customs declarations along with passenger and cargo manifests will be completed and collated by the loadmaster/boom operator prior to landing. These documents will be presented to the local Customs agent upon arrival. Boom operator/loadmaster will brief Customs agents on any special handling required.

10.9.2.2. (Added) Aircraft with more than 20 personnel (aircrew + passengers) will usually be asked to proceed to the indoor Customs clearing area as directed by the local Customs agent. Individual and General customs declarations along with passenger and cargo manifests will be completed and collated by the loadmaster/boom operator prior to landing. These documents will be presented to the local Customs agent upon arrival. The boom operator/loadmaster will brief Customs agents on any special handling required.

10.9.2.3. (Added) One exception to the above guidance is returning deployers/rotators. The Customs Service, in an effort to recognize the unique hardships of deployed personnel will usually be allowed to process onboard the aircraft regardless of the number of personnel. Individual and General customs

declarations along with passenger and cargo manifests will be completed and collated by the boom operator prior to landing. These documents will be presented to the local Customs agent upon arrival. The boom operator/loadmaster will brief Customs agents on any special handling required. Awaiting family members must remain on the bus(es) and clear of the aircraft before Customs will complete their clearance .

10.9.2.4. (Added) When the aircraft is a direct overseas arrival, the crew will deliver the cargo manifest (if applicable), general declaration, and individual customs declaration to the customs office. They will then wait until both the **immigration** and **customs** officials personally clear them. During the period of customs non-duty hours (2000L to 1200L and Sundays/holidays), it may be necessary for the crew to wait for the customs and immigration officials to arrive.

10.9.2.5. (Added) If aircraft and crew have cleared customs at another base prior to landing at McGuire and the cargo is on a permit-to-proceed, the crew must stop by customs and deliver the inbound paperwork, the cargo manifest (if applicable), and the general declaration. If it is outside customs' duty hours, slide the paperwork under the door.

10.9.2.6. (Added) When operating on a permit-to-proceed from nearby bases, it is recommended that the aircraft commander contact McGuire Command Post and relay customs requirements. This could prevent a delay for customs clearance upon arrival at McGuire. A permit-to-proceed is not a final customs clearance .

10.9.3. (Added) Agriculture Procedures.

10.9.3.1. (Added) When an aircraft arrives more than 10 minutes ahead of schedule or diverts into McGuire AFB, ATOC, unless otherwise advised, is authorized by agriculture to disembark all passengers and crewmembers requiring agriculture clearance and move them to the customs area of the passenger terminal. This policy also applies if the agriculture officer is delayed for more than 10 minutes.

10.9.3.2. (Added) Passengers and crewmembers will be detained in the customs area while awaiting clearance by agriculture. Agriculture may allow customs to clear the passengers and crew for agriculture.

10.9.3.3. (Added) Planes awaiting agriculture clearance will remain closed and sealed. Baggage and mail may only be passed out the crew door prior to sealing. However, all other doors (excluding an emergency) will remain closed until the agriculture officer arrives. Unless otherwise advised, garbage/trash is to remain on board the aircraft for Agriculture clearing. Write the date, time, name, rank and "Aircraft sealed for agriculture. Do not enter." on the tape.

10.10. (Added) Arrival/Post-Flight Procedures.

10.10.1. (Added) AWLS Reliability. To enhance AWLS system reliability, the AWLS switch should be enabled to the maximum extent practical during VMC. If malfunctions occur which preclude continuing with an AWLS approach, switch to a non-AWLS approach and write up the discrepancies in the AFTO Form 781A.

10.10.2. (Added) Parking Spots. All 305/514 AMW aircrews will request their proposed parking spot from the command post prior to landing. Crews will notify Command Post when they have landed so that Command Post can ensure that a block-in crew is in place. Crews will not block in until the parking crew is in place.

10.10.3. (Added) Taxi Precautions. Observe the following precautions while taxing:

10.10.3.1. (Added) Whenever wing tip clearance is questionable the aircraft should be stopped until a wing walker is in place. You may have to deplane the scanner to be your wing walker. Anytime taxi lines are not visible (i.e. snow, ice, darkness) follow me assistance should be requested by the aircrew. This applies to taxing/parking on any ramp, anywhere.

10.10.3.2. (Added) Do not run aircraft checklist while taxing in congested areas (i.e. between rows or when attention must be devoted to clear the taxi route).

10.10.3.3. (Added) At night, the taxi lights may blind the marshaller and inhibit his/her view of wing walkers. Therefore, if the parking area is well lit and the taxi route is clear of obstructions, taxi lights may be turned off to avoid blinding the marshaller. Landing lights must remain on but they may be partially retracted.

10.10.4. (Added) Maintenance Debriefing. As a minimum, a flight engineer will attend the maintenance aircrew debriefing upon return of 305 AMW assigned aircraft to McGuire. If the aircraft maintenance status is A-3, the aircraft commander must attend also. The 305/514 AMW aircrews will abide by the following :

10.10.4.1. (Added) The following forms will be turned in to the maintenance debriefer:

10.10.4.1.1. (Added) AFTO Form 781, with flight authorization attached.

10.10.4.1.2. (Added) SKE Debrief.

10.10.4.1.3. (Added) Completed AF Form 664, **Aircraft Fuels Documentation Log**.

10.10.4.2. (Added) Locals that are turning to another local and are A-1 or A-2 may be debriefed through the maintenance expediter.

10.10.4.3. (Added) All missions, the last local of the day, and locals that are A-3 will be debriefed by maintenance debrief.

10.11. (Added) Anticipated Thunderstorms (Electrical Storms) Aircrew Procedures.

10.11.1. (Added) Aircraft Flight-Line Operations and Activities. The McGuire AFB Base Weather Station will issue thunderstorm and lightning activity weather information through command post, tower, ATIS, 754-ATIS and the Airfield ORM Assessment. A Weather **“Watch”** for lightning is issued 30 minutes prior to thunderstorm activity within a 5 NM radius of McGuire AFB. A Weather **“Warning”** for lightning is issued when lightning is **observed** within 5 NM of McGuire AFB.

10.11.2. (Added) During a Weather **“Warning”** for lightning, personnel in affected locations will cease all outside activities and seek shelter. Enclosed aircraft, buses and other vehicles with metal tops and bodies are considered suitable shelter during thunderstorm activity. **Wheel wells are extremely hazardous during thunderstorms and should be avoided.** (AFOSH 91-100, *Aircraft Flight Line - Ground Operations And Activities*, para 1.2.15.1.1.2)

10.11.3. (Added) In accordance with 305th LGOI 21-115, *Severe Weather Plan*, when lightning is observed, (**Warning**), within 5 NM; maintenance will stop all flight line operations and evacuate the flightline until the termination of the lightning hazard. Furthermore, all flightline aircraft fuel and lox servicing personnel will cease operations .

10.11.3.1. (Added) Aircrews that have not arrived at the aircraft will remain indoors or in the crew bus until the lightning threat passes. Crews will be notified of the lightning threat by the most expeditious means (e.g. maintenance truck, crew chiefs, command post, ATIS, the Airfield ORM Assessment). If the

crew is already at the aircraft, they will remain in the aircraft with all doors closed and at least one door armed (KC-10A)/unlocked (C-141B) for emergency evacuation. The crew may continue their interior preflight duties, safety permitting, while awaiting lightning hazard passage.

10.11.4. (Added) In the event an aircraft lands during lightning threat periods, the tower will direct taxi operations. The aircrew can expect parking and/or crew transportation delays upon clearing the runway and should be notified of the lightning within 5NM miles advisory through Command Post upon landing. Under no circumstances will any aircraft block into a parking spot without a marshaller. **Crew members/FCC will not be deplaned to block the aircraft into parking during this storm period.**

10.12. (Added) Tactical Procedures.

10.12.1. (Added) Charts. For every tactical mission, navigators and pilots will use current edition chummed tactical charts. JOGs, when available are required to be used from the IP inbound. Pilots and navigators performing instructor and examiner duties require low-level charts.

10.12.2. (Added) Random Routes. All random routes must be submitted to 305 OSS/OSK prior to the day of the flight to ensure compliance with AFI 11-202V3, *General Flight Rules*, AFI 13-217, *Drop Zone And Landing Zone Operations*, AFI11-2C-141V3, *C-141 Operations Procedures*, and local agreements and restrictions.

10.12.3. (Added) Airdrop Equipment. All FE and Loadmasters will report at mission brief with their serviceable helmet, (and fitted oxygen mask when applicable), in their possession .

10.12.4. (Added) Combat Entry/Exit Checklist. Accomplish the Combat Entry/Exit checklist on all airdrop missions. For training missions use the following procedures :

10.12.4.1. (Added) Flight engineers are not required to close the bleed valves for unpressurized flight.

10.12.4.2. (Added) Flight engineers may maintain normal fuel management procedures.

10.12.4.3. (Added) Observers do not have to position themselves at observation points.

10.12.5. (Added) High Altitude Airdrop. For any airdrop mission above 10,000' MSL, loadmasters and scanner will report to life support with helmets for individually fitted masks prior to brief. For any airdrop at or above 18,000' MSL, ALL crewmembers will report to life support for individually fitted masks.

10.12.6. (Added) Formation alerts. Formation crews will be alerted 4+15 prior to takeoff and show 3+15 prior to takeoff. A formation brief will normally be held 3+00 hours prior to takeoff. Check mission setup for briefing time and place.

10.12.7. (Added) Call Signs. The following Hunt call signs will be used during airdrop missions:

10.12.7.1. (Added) HUNT 10-49 – Formation training and JA/ATT (as assigned by OSS/OSO).

10.12.7.2. (Added) HUNT 50–59 – Single-ship (as assigned by OSS/OSO).

10.12.7.3. (Added) HUNT 60–69 – SOLL II (as assigned by OSS/OSO).

10.12.7.4. (Added) HUNT 70-75 – Airland TAADD missions (as assigned by OSS/OSO).

10.12.8. (Added) Tactical Mission Planning. The following procedures will be accomplished for all wing airdrop missions. Any deviation must be requested by the mission commander or chief of 305 OSS/OSK, and be approved by the 305 OG/CC or CD. Deviations for the 514 OG will be approved by the 514 OG/CC and briefed to 305 OSS/OSK.

10.12.8.1. (Added) All pilots and navigators will attend mission planning.

10.12.8.2. (Added) Off Station JA/ATT Missions. Squadron operations officers will identify the lead aircraft commander and navigator to 305 OSS/OSK NLT five days prior to aircrew mission planning time. The mission commander, lead aircraft commander, and navigator will preplan NLT one day prior to formal mission planning. In addition, squadron operations officers will identify the mission commander to 305 OSS/OSK NLT five days prior to mission departures. Mission commander will use the 305 AMW Mission Commander's Guide. Identified mission commanders will be available a minimum of five working days prior to departure. The 305 OSS/OSO designated tactics planner will complete initial planning and coordination 36 hours prior to aircrew mission planning time. This will include publishing an initial frag order. Planning material will be ordered and provided by 305 OSS/OSK tactics offices.

10.12.8.3. (Added) Mission Briefings. The formal mission briefing will be prepared by the lead crew or by individuals designated by the mission commander. The lead aircraft commander and lead navigator will brief all items IAW the tactical mission-briefing guide. Local and Pope formal written scripted briefing guide and power point slide shows are provided by 305 OSS/OSK, on the Tactic's web page .

10.12.8.4. (Added) Drop Zone (DZ) Analysis. Crews will brief the No Earlier Than (NET) and the No Later Than (NLT) green light times for all drops however, crews are reminded to place emphasis on the CARP and associated back ups during DZ analysis briefings.

10.13. (Added) Air Refueling Procedures.

10.13.1. (Added) General. An air refueling instructor pilot will command all A/R training missions (Papas). (Exception: SOLL II and formation air refueling training missions do not require an air refueling instructor pilot).

10.13.2. (Added) Call Signs. HUNT 76 – 90 call signs for A/R missions as follows:

10.13.2.1. (Added) HUNT 76 – 79 – Single Ship A/R (as assigned by OSS/OSO).

10.13.2.2. (Added) HUNT 80 – 86 – Formation A/R (as assigned by OSS/OSO).

10.13.3. (Added) Heavyweight A/R Local Mission Restrictions:

10.13.3.1. (Added) Ballast Weights: 45000 – 48,000 pounds.

10.13.3.2. (Added) Max fuel weight for landing: 75,000 pounds (emergency returns exempted).

10.13.3.3. (Added) Max gross weight for landing: 257,500 pounds (emergency returns exempted).

10.13.3.4. (Added) Touch and Go's are authorized provided the above restrictions are met.

10.13.3.5. (Added) If emergency return requires landing above these restrictions, sink rate limitations apply.

10.14. (Added) Life Support.

10.14.1. (Added) Only aircrews identified on the authorization list provided by Special Operations and updated as required by 305 OGT are authorized night vision goggles. OGT training personnel are authorized to sign for multiple NVGs on the AF Form 1297, **Temporary Issue Receipt**, for training purpose and return them immediately after training or earlier, if mission requirements dictate.

10.14.2. (Added) Only the SQ/DO or higher can authorize use of NVGs for use other than mission related duties (i.e., DV Visits).

10.14.3. (Added) All life support equipment issued will be returned to the Life Support section on the next Life Support duty day after completion of the mission.

10.14.4. (Added) T.O. 00-20-1, *Aerospace Equipment Maintenance Inspection, Documentation, Policy and Procedures*, allows the aircraft to return from home station or complete an alert tour with overdue life support equipment on board. An aircraft will not depart home station if any life support equipment will expire during the scheduled mission. When preflighting an aircraft to assume alert, ensure life support equipment will not expire during the scheduled alert tour. Only consider the alert tour and not the SRT of a launch.

10.15. (Added) Loadmaster Procedures.

10.15.1. (Added) Home Station Alerting Procedures (Airland Missions). When cargo consists of items that cannot be Phase II loaded, or loaded within the normal show time, the primary loadmaster will usually be alerted one hour prior to the rest of the crew. The type of load and complexity of loading procedures govern loading times, not port saturation or management of aerial port workload levels. The loadmaster must be notified at least 12 hours prior to the early alert. Flight duty period (FDP) and crew duty time (CDT) for the entire crew begins one hour after loadmaster alert. To prevent predeparture crew rest interference, the following procedures will apply:

10.15.1.1. (Added) Load, configuration, or mission requirements may require earlier than normal alerting of the loadmaster. ATOC and/or Current Operations (OSO) will determine the early requirement. Normally, this coordinating/planning will be completed prior to the crew entering its 24-hour predeparture crew rest.

10.15.1.2. (Added) In the event cargo loading requirements change after the crew enters pre-departure crew rest, the following guidance will be considered in an effort to reschedule the loadmaster's alert time. During normal duty hours, coordination will normally be accomplished through Current Operations. During non-duty hours, coordination can be initiated through the Command Post. The following events/times are with respect to scheduled takeoff time.

10.15.1.2.1. (Added) NLT 17+15: ATOC identifies requirement to alert loadmaster early and coordinates with OSO/CP. OSO/CP will consider crew duty limits and determine if early alerting of the loadmaster is practical. (If early alerting is not practical, OSO/CP will coordinate with the squadron crew controller to ensure a loadmaster is available to load the aircraft at the appointed times.) OSO/CP notifies squadron crew controller to change loadmaster alert time.

10.15.1.2.2. (Added) NLT 16+15: Squadron crew controller locates and notifies the loadmaster and establishes a new legal for alert time.

10.15.2. (Added) Weight And Balance Book. Any discrepancies noted in the weight and balance books will be annotated in the aircraft forms (i.e., low supply of DD Forms 365-4, **Weight And Balance Clearance Form F - Transport/Tactical**, pages missing, charts unreadable, metal binder missing screws, etc.). When you find a problem with the weight and balance book, write it up in the AF Form 781A to make sure it gets fixed.

10.15.3. (Added) Phase II Offloading. The inbound loadmaster will advise the aircraft commander of offload requirements. The aircraft commander will contact Command Post who will coordinate with ATOC to determine if Phase II offloading can be accomplished. If aerial port will offload, the loadmaster will open the cargo doors and lower the loading struts after Customs and Agriculture clearance. Cargo not Phase II offloaded will require the loadmaster to remain at the aircraft up to 30 minutes. If the offload

crew does not show within 30 minutes, contact Command Post/ATOC for information. The Loadmasters are not released until they have confirmation from Command Post or ATOC.

10.15.4. (Added) Passenger Handling Procedures.

10.15.4.1. (Added) MEGP Procedures. IAW AMCI 11-208, *Tanker/Airlift Operations*, all MEGPs, except maintenance personnel and Phoenix Ravens, will process through the passenger service terminal as space-required passengers. Maintenance and Phoenix Ravens personnel not actively performing duties on the mission aircraft (i.e. pre-positioning or de-positioning) will process through the passenger terminal. Approval authority for MEGP status will be through the mission directive, i.e. Frag, Air Mobility Plan, etc. or the MEGP will have a copy of orders with the statement "MEGP is authorized by 305 OG/CC on (aircraft tail number and/or mission number/exercise or contingency name) for (duration)." on them. (514 AMW missions follow additional guidance in 514 OG/CC MEGP policy letter dated 12 Feb 01.

10.15.4.2. (Added) Manifesting by Aircrew. At locations without an AMC presence, the aircraft commander is responsible for maximizing passenger aircraft cabin load. Fill out the DD Form 2131 **Passenger Manifest**, perform anti-hijacking processing and ensure VISA/Passport requirements are met. Then file a copy of the manifest with the most responsible on-scene agency if there is no base operations or other agency responsible for filing the manifest. Since aircrews do not have access to AMCI 24-101V14, *Military Airlift-Passenger Service*, do not hesitate to contact TACC/TRKO if any questions should arise, such as who may travel to specific locations or passport/VISA requirements.

10.15.4.3. (Added) Beverages. Make certain that all passengers are aware that beverages are available (coffee/water) and will be served upon request.

10.15.4.4. (Added) Baggage. Place passenger baggage separate from the seating area whenever possible. Access to baggage by passengers must be strictly controlled. DV baggage should be placed so as to be immediately available upon arrival.

10.15.4.5. (Added) Seating. When the aircraft is configured with aft facing and side facing seats, passengers will have priority in the aft facing seats. When positioning/depositioning crewmembers are being carried, they will use those seats remaining after passengers are boarded. In any case, crewmembers will not use aft facing seats if this would require passengers to use side-facing seats. Exception: If the crewmembers are manifested as passengers through passenger service, they will be afforded all courtesies bestowed on any passenger.

10.15.5. (Added) Airdrop Procedures.

10.15.5.1. (Added) Loadmaster Specialist Briefing. The purpose of this briefing is to provide a forum to reemphasize procedures and to disseminate information regarding unique requirements or operations. This briefing also ensures information or procedures not listed elsewhere will not be overlooked and to keep all loadmasters in the formation informed of all changes. The Ramrod loadmaster or the primary loadmaster on the lead aircraft in the formation will brief the appropriate paragraph in the special interest guide. For single ship operations, loadmasters only need to review the guide and coordinate with the transported forces to gather information unique to the particular mission.

10.15.5.2. (Added) Lead Loadmaster Responsibilities. The primary loadmaster on the lead aircraft will find out the evaluation, currency and training requirements for the rest of the formation prior to brief time. After the information is collected, he will inform the mission commander of all events occurring in the formation. If an aircraft cancels, the primary loadmaster will recommend to the mission commander appropriate movement of loadmasters to ensure evaluation, training and currency requirements are met.

10.15.5.3. (Added) Preflight. When flying on local airdrops, only the roller conveyors required for the drop need to be checked. On all other missions, all roller conveyors will be checked.

10.15.5.3.1. (Added) Left Rail Preflight. Accomplish the left rail lock preflight IAW TO1C-141B-1 with the following addition to step 5 of the Left Restraint Rail Operational Check, Mechanisms - UNLOCKED: After checking that the detents on a setting are retracted, before throwing the handle again, ensure that no detents on the next setting have come unlocked. A detent is considered unlocked when the lock has moved off the detent bearing enough to allow the detent to be pushed out of the rail by hand.

10.15.5.3.2. (Added) Right Rail Preflight. When accomplishing step 4 on the right rail operational check, check the general condition of the detent bearing.

10.15.5.4. (Added) Manual Unlocking of Platform During Slowdown Checklist. If the left locks fail to retract from the platform when the left remote control handle is pulled, loadmasters may retract them manually. The following procedure will be used before moving alongside the platform. If you plan on using this procedure, be sure to discuss it during the coordination brief:

10.15.5.4.1. (Added) Lock/engage the forward most lock into the platform.

10.15.5.4.2. (Added) Move to the aft most lock and make sure all locks are removed as you work your way forward. The last lock to be retracted from the platform will be the most forward lock.

10.15.5.4.3. (Added) At no time will you be aft or alongside a platform that will be extracted on that pass with all left locks retracted.

10.15.5.5. (Added) Placement of CDS Containers for Locals. To standardize CDS loading when configured with CVR, 5 containers or less will be loaded side by side on the K-Loader. For 6 containers or more, a buffer stop must be used and the load will be placed on both sides. If this does not meet your needs, prior coordination of at least a day will be necessary to fulfill your requirements. This does not prevent the loadmasters from moving the CDS after they arrive at the aircraft. JAIs and Aerial Port personnel will not reposition the CDS after it arrives at the aircraft .

10.16. (Added) Special Operations (N/A 514 OG).

10.16.1. (Added) Integral Crew Member Substitutions. AFI 11-2C-141V3 states that: "The aircraft commander, copilot, radar navigator, primary flight engineer, and primary loadmaster will be integral to the maximum extent possible." The flying squadron will every effort to schedule all integral crewmembers together for SOLL II activities. The aircraft commander, radar navigator, and primary flight engineer will be integral. Deviations from those three crew positions will require a waiver from the 305 OG/CC. This authority has been delegated to the 305 OG/CDS. Substitution of the primary loadmaster and the copilot are permissible without a waiver.

10.16.2. (Added) SOLL Flight Participation. Non-SOLL personnel require specific approval by 305 OG/CDS, or higher authority, to accompany SOLL flights. Non-SOLL personnel will not accompany any SOLL flight if any external user is on board.

10.16.3. (Added) Aircraft Selection. Aircraft selected for SOLL missions will be SKE equipped, GPS antenna equipped, FSAS CDU equipped and have the radar control head and GPS antenna installed at the navigators station.

10.16.4. (Added) Aircrew Mission Kits. The primary engineer/loadmaster will inventory the mission kit for contents. They are responsible for replacing or reporting inoperable equipment in the kit.

10.16.5. (Added) Operations.

10.16.5.1. (Added) Blue light kits will be installed and used at all flight station positions for NVG operations. (N/A for SOFI aircraft) .

10.16.5.2. (Added) Radar navigators will use an ARA plate when blacked-out landings are performed.

10.16.5.3. (Added) All blacked-out airdrops on local training sorties require radio communication for drop clearance from CCT.

10.16.5.4. (Added) On the SOLL II Combat Entry Checklist use the following procedures during training missions:

10.16.5.4.1. (Added) Flight engineers are not required to close the bleed valves for unpressurized flight.

10.16.5.4.2. (Added) Flight engineers may maintain normal fuel management procedures.

10.16.5.4.3. (Added) Observers do not have to position themselves at observation points.

10.16.6. (Added) Terminal Area Limitations. A crew may only plan to land at one terminal area on each sortie. If weather, ATC or other events preclude the planned terminal area being used, another mission planning day (different than the day of the SOLL II flight) is required prior to landing at the new terminal area.

10.16.6.1. (Added) ARAs may be flown to McGuire AFB only if planned as part of the mission profile during the planning day. This is an exception to the one terminal restriction.

10.16.6.2. (Added) During exercises or contingencies under joint command, landings are permitted at multiple terminal areas provided adequate planning was accomplished.

10.17. (Added) Training (514 OG Only).

10.17.1. (Added) Antiterrorism Training Documentation for AMC Crews.

10.17.1.1. (Added) AMC has directed that Antiterrorism Training will be accomplished in two parts:

10.17.1.2. (Added) The annual Force Protection/Antiterrorism training (G110) will be accomplished annually IAW MDS specific AFI 11-2 series Training Instructions.

10.17.1.3. (Added) Pre-mission antiterrorism training is to be accomplished as part of the intelligence briefing prior to leaving home station. Aircraft Commanders must insure crew is briefed.

10.17.1.4. (Added) Orders must be annotated with the statement "All crew members listed above have received required Level 1 antiterrorism training to include AOR specific information as directed by the theater CINC of the intended area of travel". Aircrew members must have the "Individual Protection Measures" card in their possession to all overseas missions.

10.17.1.5. (Added) If a crewmember hasn't traveled overseas within the previous six months and hasn't received G110 training within the previous 6 months, they must accomplish the training before departing overseas.

10.17.2. (Added) Publication (DS-3) Clarification. The 514th will issue the C-141 SOFI Defensive Systems (AAR-44/ALE-40) Non-SOLL II Operating Instructions, dated 1 Jul 97 checklist for reviewing, prior to DS-3 phase II training. Crews are reminded, they are not authorized to operate DS-3 equipment until DS-3, Phase II training is complete. SOFI difference training must be completed prior to DS-3 Phase II training. Unit training offices will establish training procedures.

10.18. (Added) Ground Operations (514 OG Only).

10.18.1. (Added) ERO Trainers, Static, and Taxiing (Non-Flying)

10.18.1.1. (Added) ERO Trainers that are static or taxiing require crews that are current and qualified and have crew rest IAW AFI11-202V3.

10.18.1.2. (Added) The crew must review the AFTO 781 forms for operating limitations. Maintenance has no requirement for a pre/post flight.

10.18.1.3. (Added) As a minimum crews should execute a thru flight (to include a complete brake check by the Flight Engineer if the aircraft is to taxi). A complete -1 is encouraged for training, aircraft condition and time permitting. Loadmasters will complete the -1 preflight and any other checklists that are applicable for the ERO training event.

10.18.1.4. (Added) A filed flight plan is not required to taxi, however, pilots must call Base Ops or notification of call sign, parking spot, and any information concerning taxiing intentions and duration .

10.18.1.5. (Added) Flight orders are required per 514 OG/CC.

10.18.1.6. (Added) Contact Group or Squadron Stan/Eval if any questions regarding the safe execution of ERO trainers comes up.

10.19. (Added) Flight Operations (514 OG Only).

10.19.1. (Added) Receiver AR/Copilot AR Hookups. A pilot will not occupy one of the primary pilot positions during the receiver air-refueling portion (to include closure and contact) of any C-141 mission, unless the individual is currently qualified in receiver air refueling or in training for qualification. This action is taken to ensure flying safety.

10.19.1.1. (Added) Pilots who are copilot AR qualified and will be attending AR school, or who have been approved verbally by their squadron DOV (awaiting Cert Board minutes) for equal to AR, are authorized to air refuel from the left seat. An AR IP must be in command of this mission with no passengers aboard .

10.19.2. (Added) Mixed Cell Departures. Mixed formation departures including both KC-10A and C-141B aircraft will not be accomplished by 514 AMW aircrews. There are no published procedures for C-141B aircrews to accomplish cell/formation departures with KC-10A aircraft. Any exception to this policy will be published in aircrew OPORDs, mission directives, or approved in writing by the OG/CC .

10.19.3. (Added) C-141B Sympathetic Delays for Formation Flights. The 514 OG issues the following guidance on sympathetic delays:

10.19.3.1. (Added) Formation missions. Aircrews must be proactive in mission planning and briefing. The formation airborne mission commander will prioritize the training. Considerations should be:

10.19.3.1.1. (Added) Mission ready events/currency training

10.19.3.1.2. (Added) Check rides

10.19.3.2. (Added) When delays are encountered pass the best course of action to the wingmen.

10.19.3.3. (Added) C-141 formations must plan to avoid blocking the departures of other aircraft while holding for wingmen. It is recommended that the formation all start engines at engine start time. Coordinate with ground control for the best possible taxi options .

10.19.3.4. (Added) Consider options such as:

10.19.3.4.1. (Added) Launching and doing pattern work, weight, weather and crew qualification.

10.19.3.4.2. (Added) Going as a smaller formation or single-ship to complete some training.

10.19.3.5. (Added) Aircraft commanders/formation commander are responsible for maximizing the available training, satisfying the needs of the customers, and safely performing the mission .

10.19.4. (Added) Additional Procedures For Monitoring Oceanic Flight Progress. Comply with the following procedures in addition to the procedures outlined in AFI 11-2C-141V3 for monitoring oceanic flight progress:

10.19.4.1. (Added) You are encouraged to use 514 AMW OCEANIC CROSSING MASTER DOCUMENT. This form will allow you to better track your oceanic crossing progress using the procedures outlined in AFI 11-2C-141V3. This form incorporates oceanic charts ONLY for missions going to Thule, Lajes, or Europe via the NAT/MNPS/RVSM region. Use standard DoD charts and flight planning procedures defined in MDS regulations and paragraphs of this chapter for all other missions that do not use this airspace (i.e., missions crossing the Pacific or South Atlantic). This form can be picked up in the aircrew briefing room found in the pilot section of each 514th trip kit. Upon return to your unit place this form along with the CFP and fuel plan in the completed forms folder. For C-141B operations, 514 Tactics will maintain completed charts and fuel plans on file for 90 days. OPR for this document is 514th OGV.

10.19.4.2. (Added) If copies of the 514 AMW OCEANIC CROSSING MASTER DOCUMENT are not available, the chart (e.g. OPC, GNC, Jeppesen) used to plot the oceanic crossing waypoints will be used as the **MASTER DOCUMENT** during flight. This means all pertinent oceanic crossing information to include ATC clearance and any reclearance, waypoints, the corresponding INS/FSAS waypoint number, and distance and course between each waypoint, will be placed on the chart.

10.19.4.3. (Added) Preflight and Enroute Procedures.

10.19.4.3.1. (Added) Prior to flight, number the plotted oceanic waypoints on the “master document” with the corresponding INS/FSAS numbers and outbound course and distance between each waypoint.

10.19.4.3.2. (Added) Oceanic crossing waypoint coordinates will be loaded into the INS/FSAS by one crewmember and verified by a pilot. The pilot who verifies the loaded waypoints will place a checkmark next to each oceanic waypoint (on the master document) after verifying coordinates and distance between each waypoint agree with CFP, ATC clearance or any clearance changes.

10.19.4.3.3. (Added) Once overhead an oceanic waypoint, recheck coordinates to next waypoint and outbound track and distance. Mark that waypoint by placing an “X” over it to indicate verification of the next waypoint coordinates and outbound course/distance, and ETA tolerance agree with computer flight plan. Record the ATA under the waypoint on the master document.

10.19.5. (Added) CRM Assessment Worksheet. Assessment of our CRM training will be accomplished through utilization of the CRM Assessment Worksheet. All 514 AMW aircrews and aeromedical crews will complete a CRM Assessment Worksheet during each 514 AMW mission.

10.19.5.1. (Added) Each 514 AMW mission will be supplied with a CRM Assessment Worksheet in the mission setup paperwork.

10.19.5.2. (Added) During the initial trip/mission briefing the Aircraft Commander and Medical Crew Director (if applicable) will both assign a current and qualified crewmember/med crewmember to com-

plete a CRM Assessment Worksheet at some time during the mission. Only one crewmember/med crewmember per mission will complete this worksheet. The directions to complete the form are listed on the form.

10.19.5.3. (Added) Completed CRM Assessment Worksheets will be completed during all missions, but will be turned into your unit for review for selected missions.

10.19.5.4. (Added) During local missions the AC and the MCD (if applicable) will use the completed CRM worksheet as a debriefing tool for immediate crewmember feedback for all 514 AMW local training missions. (These include C141B locals, local airdrop trainers using Coyle/Lakehurst DZ's and AR/AE local trainers). Turn in completed CRM worksheets for noticeably positive or negative performances only.

10.19.5.5. (Added) Turn in a completed CRM worksheet for all off-station missions. Return completed CRM Assessment Worksheet to your unit stan/eval office during duty hours or place in completed forms folder for distribution to unit stan/eval.

10.19.6. (Added) 514 AMW Airdrop Accuracy Report. In addition to completing the AF Form 4096, **Airdrop/Tactical Airland/Air Refueling Mission Recap**, the navigator (or wing navigator for formations) will complete a 514 AMW Airdrop Accuracy Form for all local and off station airdrop missions. Drop scores (when available) will be listed for all aircraft in the formation. This will allow 514th Tactics to track circular error average for navigators assigned to 514 AMW. These airdrop accuracy forms are located in the airdrop forms binder of each trip kit.

10.19.7. (Added) Transportation of Pets on 7X5 Missions. HQ AMC/DONP has issued blanket approval for transport of up to five pets per mission on the 7X5 mission. This is for PCS personnel only with no special aircraft configuration required. Passengers will provide the appropriate cages to be palletized by the appropriate port function, in coordination with the aircraft loadmaster. This passage is your blanket approval/authorization for the transport of pets on the 7X5 mission.

10.20. (Added) 514/714 AES Specific Local Operations.

10.20.1. (Added) 514/714 AES Crewmember Headsets Policy in addition to AFI 11-2C-141V3.

10.20.1.1. (Added) The interphone may not be used for non-operational conversation during operations below 10,000 ft. Normally the landing lights are retracted or extended by the aircrew at 10,000 ft. and some statement to that effect occurs by the copilot. If there is any doubt, by all means ask if the aircraft is above 10,000 ft. Additionally, aircrew checklists will **NOT** be interrupted by medical crewmembers.

10.20.1.2. (Added) The interphone cord will be plugged into the panel at the left troop door to allow the MCD to perform duties at the normal location.

10.20.1.3. (Added) Medical crew will not make any statements using the words "reject" or "abort". Do not use the terms "Break" or "Breakaway" during air refueling operations.

10.20.1.4. (Added) Questions or requests for assistance with respect to operation of the aircraft interphone may be directed to the aircrew loadmaster when his/her duties permit .

10.20.2. (Added) Non-Certified Medical Equipment.

10.20.2.1. (Added) The final waiver authority for non-certified medical equipment is the validating Flight Surgeon. The non-certified medical equipment is usually cleared for flight by; the FCC (Flight Clinical Coordinator) nurse (after concurrence of FS) during the patient movement validation process.

10.20.2.2. (Added) If a patient arrives to the flight line with non-approved equipment, GPMRC (Global Patient Movement Requirements Center) needs to be called. The FCC nurse at GPMRC is a 24-hour/7 day a week operation and AECM's should never hesitate to call GPMRC about non-certified equipment issues.

10.20.3. (Added) Sleeping Provisions for the Augmented C-141 AE Crews. Since augmentation of the basic AE crew is authorized, suitable rest facilities must be provided on missions with augmented AE crews. Each crewmember requires a seat. However, requiring crewmembers to sleep in their seats is certainly not ideal. If the AE crew is augmented, the flight crew is most likely also augmented. The C-141 crew bunk is designated for use by the flight crew only, and not the AE crew. Additional litters are viable options for providing sleep provisions for our augmented AE crews. Two crew litters, one for a flight nurse and one for an AET, may be set up for use during in-flight rest periods on missions with augmented AE crews. These litters will need to be rotated among the AE crews as they cycle in and out of in-flight rest periods. There would be no need to adjust the seat release. We should use common sense and ensure the crew litters do not interfere with patient needs. The third or fourth litter position in the aft most litter tiers has been used in the past without interfering with patient care. In the interest of safety, the MCD and CMT should establish a work/rest plan at the beginning of an augmented crew duty day.

10.20.4. (Added) Publications Checks during Flight Evaluations. Flight Examiners are highly encouraged to utilize Vol. 2 Atch.1 of the FCBs when performing flight evaluation publications checks.

10.20.5. (Added) Removal of Rails/Rollers On Aeromedical Evacuation Missions.

10.20.5.1. (Added) Unless there is a cargo requirement in the vicinity of the troop doors, the rails will be removed/stowed and the rollers will be flipped in the area of the troop doors on all operational/live/actual aeromedical evacuation missions.

10.20.5.2. (Added) For removal of rails and rollers during aeromedical trainer missions the following will apply (Refer to 514th Air/Evac Training Configuration 1 Feb 01). For local air refueler (AR) missions with A/E training, and UTA pickup w/AE training, the rails will be removed/stowed and the rollers will be flipped in the area of the troop doors. For all 705/709 training missions (also known as overnitters, conus/overseas training trips to San Antonio/Europe, etc.) with A/E training, the rails and rollers will remain in place to facilitate cargo movement. (Upon request from the MCD to the aircraft commander of a requirement for the cargo rails and rollers to be turned over for familiarization/training, the loadmaster will accomplish this with aircraft commander's concurrence, for one mission leg, PROVIDED THERE IS NO CARGO TO BE CARRIED).

10.20.5.3. (Added) All Loadmasters will maintain and carry a copy of the 514th Air/Evac Training Configurations in front of the Dash-9 behind the LM Items of the Special Interest Guide. Additions, deletions and changes will be handled through FCIF's.

Attachment 2 (Added)

C-141B SEQUENCE OF EVENTS (SOE)

| | Local Trainer | Operational Mission | Winter Operations ^ | | Tactical Mission* | Tactical Winter Ops | Beetle Spraying |
|----------------------|---------------|---------------------|---------------------|----------------------|-------------------|---------------------|-----------------|
| Reqd Maint Comp | 5+00 | 5+00 | 5+00 | Reqd Maint Comp | 5+00 | 5+00 | 5+00 |
| Fueling Complete | 5+00 | 5+00 | 5+00 | Fueling Complete | 5+00 | 5+00 | 5+00 |
| Crew Alert | 3+30 | 3+15 | 3+45 | Crew Alert | 4+15 | 4+15 | 3+45 |
| Crew Show | 2+30 | 2+15 | 2+45 | Crew Show | 3+15 | 3+15 | 2+45 |
| FE/LM Show at Acft | 1+55 | 1+55 | 2+25 | FE/LM Show at Acft | 2+45 | 2+45 | 2+25 |
| Cargo Onload start | N/A | 1+40 | 2+10 | Cargo Onload start | 2+15 | 2+15 | 2+10 |
| Pilot Show at Acft | 1+10 | 1+10 | 1+40 | Cargo Onload Comp | 1+30 | 1+40 | 1+26 |
| Fleet | 1+00 | 1+00 | 1+30 | Bug Spray Start | N/A | N/A | 1+25 |
| Baggage Upload Start | N/A | 1+00 | 1+30 | Pilot show at acft | 1+30 | 1+40 | 1+10 |
| Cargo Onload Comp | N/A | 0+55 | 1+30 | Bug Spray Comp | N/A | N/A | 1+00 |
| Pax onload Start | N/A | 0+55 | 1+20 | Fleet | 1+00 | 1+30 | 1+00 |
| Baggage Upload Comp | N/A | 0+50 | 1+20 | Baggage Upload Start | 1+00 | 1+30 | 0+55 |
| Preflight Insp Comp | 0+40 | 0+40 | 1+10 | Pax Onload Start | 0+55 | 1+20 | 0+50 |
| Pax Onload Comp | N/A | 0+40 | 1+10 | Baggage Upload Comp | 0+50 | 1+20 | 0+50 |
| Deicing Start | N/A | N/A | 1+00 | Preflight Insp Comp | 0+40 | 1+10 | 0+40 |
| Deicing Complete | N/A | N/A | 0+30 | Pax Onload Comp | 0+40 | 1+10 | 0+40 |
| Stations | 0+35 | 0+35 | 1+10 | Stations | 0+35 | 1+10 | 0+35 |
| Engine Start | 0+30 | 0+30 | 0+30 | Deicing Start | N/A | 1+00 | N/A |
| Block Out | 0+20 | 0+20 | 0+20 | Deicing Comp | N/A | 0+30 | N/A |
| Departure | 0+00 | 0+00 | 0+00 | Engine Start | 0+30 | 0+30 | 0+30 |
| | | | | Block Out | 0+20 | 0+20 | 0+20 |
| | | | | Departure | 0+00 | 0+00 | 0+00 |

*Tactical Mission and Tactical Local SOEs are the same

^Winter Operations Mission and Winter Ops Local SOEs are the same

NOTES:

1. When Winter SOE's are in effect via FCIF, regardless of current or forecast conditions, aircrews will enter crew rest and alert based on winter SOE timing.
2. AFRC may use later show times; however, all action times from "Preflight Complete" will be identical.
3. Secondary deicing is only applicable for falling, frozen precipitation or rapidly freezing conditions necessitating deicing immediately prior to takeoff time. If secondary deicing is not required, Aircraft Commanders may adjust from "Pilot/Nav show at Acft" to "Pax Onload Complete" times back to Operational Mission SOE timeline. Aircraft Commanders must notify Command Post if times are adjusted and be aware that there may not be adequate time to facilitate secondary deicing.
4. If secondary deicing is required, crews will start engines 1+05 prior to departure for reposition to the secondary deicing point and JAI may be completed after the initial block out. Transportation from the secondary deicing location must be coordinated.
5. Deicing will commence when the Engines/APU have been shut down and directed by the aircraft commander .
6. Within 5 minutes prior to takeoff, a qualified crewmember shall perform a visual inspection.
7. Flight Engineers will report their "FE/LM Show at Aircraft Time" with command post on their initial check in.
8. Pilots will report to command post at the "Preflight Inspection Complete" time (0+40 or 1+10) their status (preflight complete)
9. SOE's will be identified on the schedule for all sorties. SOE L for Local Trainers, SOE M for Operational Missions, SOE W for Winter Operations, SOE T for Tactical Missions, SOE TW for Tactical Winter Missions and DOE B for Beetle Spraying SOE .

Attachment 3 (Added)**BINGO FUEL**

Use the following chart (**Figure A3.1. (Added)**) as a guide on local training missions. It is not to be used as a replacement for AMCP 11-1, *C-141 Fuel Planning*, but as a guide for the aircraft commander when either AMCP 11-1 is not available or when diversions are required to bases other than those planned. Its purpose is simple: give the aircraft commander the AMC required fuel to (1) fly from a given training base to McGuire, (2) shoot one approach at McGuire, then (3) proceed to a selected alternate with fuel for holding and approach. The chart is based on a gross weight of 180,000 pounds. The times are zero wind; the distances are via the airways normally assigned by ATC.

The training fields are listed vertically on the left. They are divided into 3 groups based on altitude and airspeed for cruise to McGuire. Atlantic City through Dover is based on cruising to McGuire at 4,000', 250 KCAS. From Andrews or Westover, cruise to McGuire at 10,000' and 300 KCAS. Pease through Wright-Patterson are based on cruising to McGuire at 33,000', .74 mach. Distance and time figures are to McGuire. Airfields across the top are also grouped according to cruise altitude and speed. The following examples illustrate the use of the chart:

Example 1: An aircraft is flying at Dover. What is the bingo fuel, altitude, and airspeed if Andrews is the alternate for McGuire? Solution: Enter from the left side of the chart at Dover, read across horizontally until the Andrews column. Read the answer: leave Dover when you get to 25.7 thousand pounds, cruise to McGuire at 4,000 feet and 250 knots. Fly one approach at McGuire then cruise to Andrews at 10,000 and 300 knots.

Example 2: Aircraft at McGuire is told to divert to its alternate, Charleston. Answer: Fuel required is 30,200 pounds; cruise at 33,000 feet and .74 mach.

Figure A3.1. (Added) Bingo Fuel Chart.

| Cruise Conditions from McGuire to Alternate | 250 KCAS 4,000 FT | | | 300 KCAS 10,000 FT | | MACH 0.74 FL330 | | | | | | |
|--|-----------------------------------|------------------------|---------------|-----------------------|----------------|--------------------|--------------|----------------|----------------|----------|----------|----------|
| | McGuire AFB | Atlantic City | Wilmington | Dover AFB | Andrews AFB | Westover AFB | Griffiss AFB | Wright-Pat AFB | Charleston AFB | | | |
| Cruise Conditions From Training Field to McGuire | "BINGO" FUEL CHART | Alternate Airfields | Distance (NM) | XX | 39 | 55 | 83 | 139 | 202 | 323 | 445 | 520 |
| | | | Dist | Time | XX XX XX | 0+0 8 | 0+1 2 | 0+1 9 | 0+2 4 | 0+2 8 | 0+4 5 | 1+0 3 |
| 250 KCAS 4,000 FT | McGuire AFB | XX | XXX | XX | 11.4 | 13.0 | 13.9 | 17.0 | 22.2 | 23.1 | 25.0 | 30.2 |
| | Atlantic City | 39 | 0+08 | 12.2 | 17.6 | 19.2 | 20.1 | 23.2 | 24.2 | 25.3 | 26.7 | 32.4 |
| | Willow Grove | 43 | 0+09 | 12.0 | 17.4 | 19.0 | 19.9 | 23.0 | 24.4 | 25.3 | 27.0 | 32.4 |
| | Wilmington | 55 | 0+12 | 13.8 | 19.2 | 20.8 | 21.7 | 24.8 | 26.0 | 26.9 | 27.6 | 34.0 |
| | Dover AFB | 83 | 0+19 | 14.7 | 20.1 | 21.7 | 22.6 | 25.7 | 26.9 | 27.8 | 29.1 | 34.9 |
| 300 KCAS 10,000 | Andrews AFB | 139 | 0+24 | 15.4 | 21.1 | 22.6 | 23.9 | 26.7 | 27.5 | 28.4 | 30.1 | 35.4 |
| | Westover AFB | 202 | 0+28 | 18.2 | 23.6 | 25.2 | 26.1 | 29.2 | 30.4 | 31.3 | 32.5 | 38.4 |
| 0.74M FL 300 | Pease AFB | 299 | 0+41 | 21.3 | 23.0 | 23.9 | 25.4 | 27.7 | 28.8 | 31.8 | 34.8 | 38.2 |
| | Griffiss AFB | 323 | 0+45 | 21.5 | 26.5 | 28.1 | 29.0 | 32.1 | 33.3 | 34.2 | 36.0 | 41.3 |
| | Pope/Rickenbacker | 393 | 0+55 | 23.0 | 28.4 | 30.0 | 30.9 | 34.0 | 35.2 | 36.6 | 37.5 | 41.8 |
| | Wright-Patterson | 445 | 1+03 | 25.5 | 27.2 | 28.1 | 29.6 | 31.9 | 33.0 | 36.1 | 39.0 | 42.4 |

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